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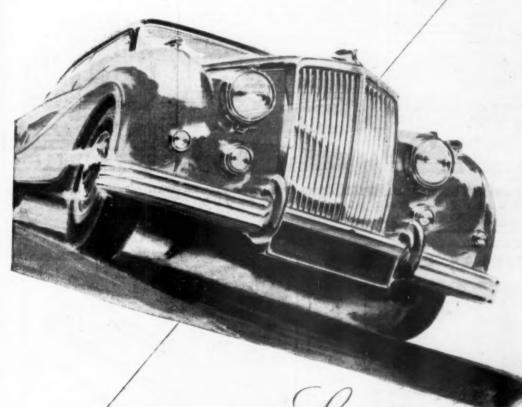
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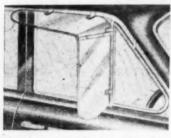
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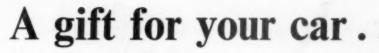
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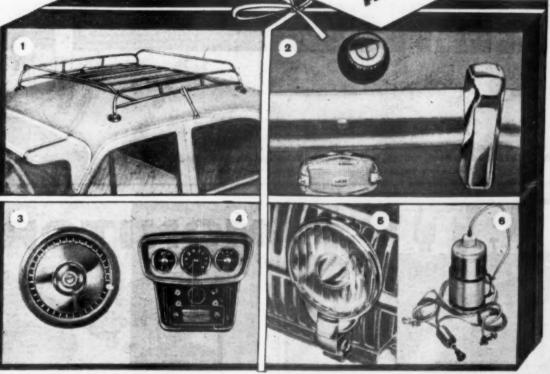
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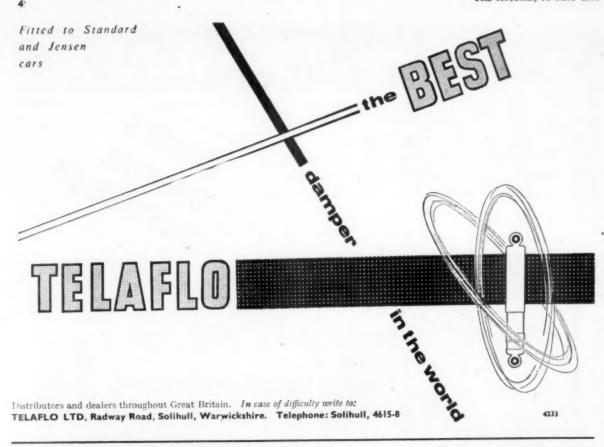
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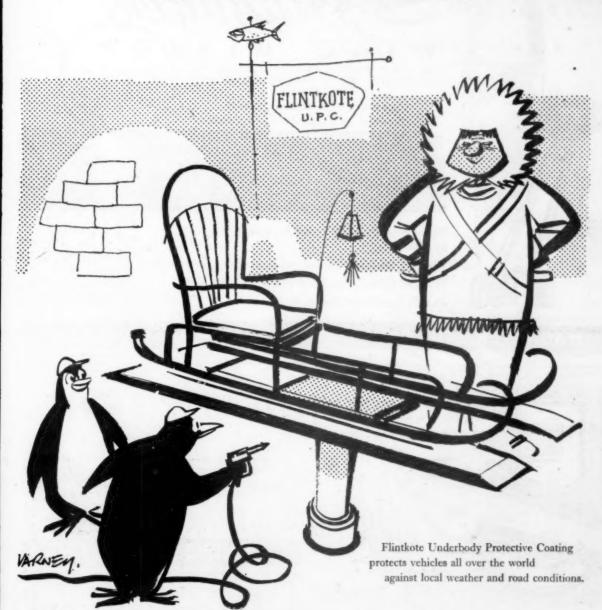


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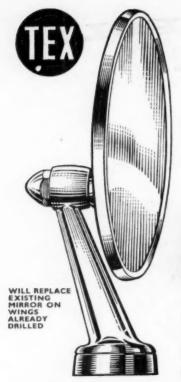
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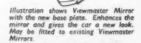
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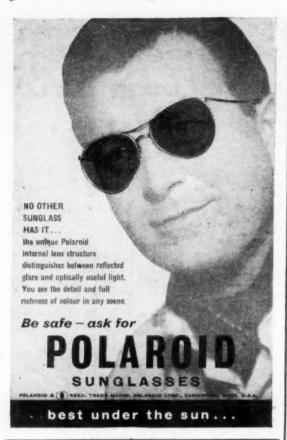
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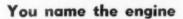
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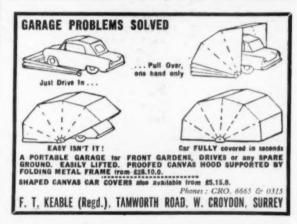
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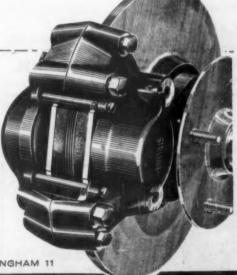
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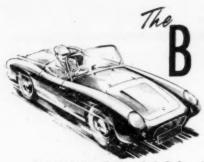


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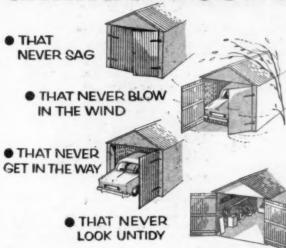


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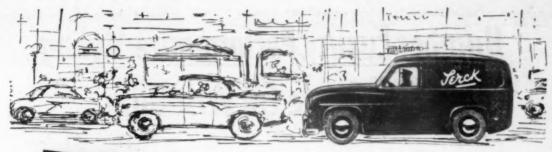
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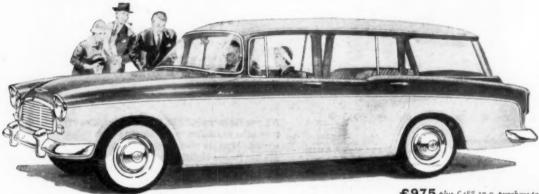
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# Shoe Pinch

A MONG the many cars which come to us for test, too few have pedal arrangements which can be described as above criticism; usually it is a case of limited space in which to accommodate three pedals and their linkage.

In days gone by it was customary to sit well behind and above the clutch and flywheel assembly, but today their casing is often in the front floor area or, alternatively, has moved to the back, pushing the driver and front passenger forward so that the front wheel arches then obtrude on each

side of the floor space.

Apart from the discomfort of sitting with legs off-centre to left or right, there is the matter of inadequate space. At least three cars could be named in which the average man's shoe would overlap on either the accelerator or clutch when placed flat on the brake—a potentially dangerous state of affairs. There are many more in which the pedal levels and angles are far from ideal and in which heel-and-toeing (for those who like to do it) is impossible.

Plenty of length for the passenger compartments and good steering lock are both desirable, but if their provision compacts the pedals unduly and forbids off-pedal space for the free foot, convenience is taking precedence over safety.

# Dispersed Attack

VERY week hundreds of well-meaning people, singly and in committee, give thought to accident prevention and road safety. They present theories and facts, and deduce much from observation and figures. Recently we studied diagrams and tables compiled by the Road Research Laboratory, who are closely concerned with the experiments at Slough, and we have been in contact with several local authorities. Out of all their activities good has and will come.

Perhaps the most effective single approach—and the most welcome—to accident prevention has been the intensive indoctrination of children in safety procedures. This has been direct and to the point. It is a pity that other aspects of the problem cannot be faced and tackled as directly; in a

sense this is a weakness of democracy.

There are two sure ways of reducing road casualties at once and to a marked extent—ban all vehicles from the roads or ban all pedestrians from the roads. Neither course could be taken, but a reconsideration from first principles might lead to more profitable action and results. Total segregation is, after all, our railway's solution to safety, though admittedly the building of such a railway system could not today be contemplated.

It seems to us that for fear of adverse comment by one or other section of the community, and because experience has shown that even for accident prevention money is seldom freely forthcoming, many of those responsible for road safety have been slowly driven into byways and blind alleys in their

search for improvements.

How soon will the nation appreciate that big thinking and big action is needed to produce big results? And that surely some small sacrifice of personal freedoms, such as the prohibition of haphazard crossing of roads, is worth while when lives are at stake?

T was not to be a marathon journey, but colleague Ronald Barker and I decided that as we would have the NSU Prince for two days only, something in excess of 600 miles, with breaks for meals, was necessary to decide whether it was easy to live with. Such a journey can be accomplished in a day's motoring on the Continent with most cars above one-litre capacity, in varying degrees of comfort. If new miniatures such as the 600 c.c. Prince are to be competitive, they must be capable of such mileages, even if more time must be taken to reach one's destination. This particular Prince was a left-hand drive model, one of the first production batch; right-hand drive versions are expected to reach this country in about six weeks' time.

Where better to escort a foreign prince than round some of our British castles and fine country houses? It was not possible to show him the best of our heritage, as we were more concerned with testing his stamina and thirst. The main route was to be through the tough roads of Wales.

Time did not allow us to make interior investigation of the buildings which expendent that for these where to shoot the

Opposite page: The Prince's first introduction to a stately English home was at Broughton Castle, near Banbury

buildings, which emphasized that for those who want to absorb the inner beauties, care must be taken to plan visits for the days on which the public are admitted. Some historic places are permanently open, but others only on a few days each year.

It was 3.30 p.m. on a Saturday that we left Weybridge, in Surrey. Although no overnight luggage was being taken we were impressed by the large amount of baggage space provided. There is stowage under the bonnet for two reasonably sized suitcases, in addition to small soft baggage. In each door is a large, full-width pocket, and there is an open glove locker in the facia. Still more luggage space is provided behind the rear seat squabs, and under the rear seats.

First impressions were of very good visibility, helped by the rounded end of each side window. We could not resist playing with the excellent sliding windows in the doors; these, operated

with the excellent sliding windows in the doors; these, operated by a handle on a rack-and-pinion mechanism, are easy to use, and did not give rise to draughts at any position of opening.

Our first destination was Broughton, just outside Banbury, on B4035 road to Shipston-on-Stour. Climbing the hill at the end of the Fairmile straight out of Henley-on-Thames, we went over the brow at 40 m.p.h. in top gear. This flexibility was a pleasing feature, and the engine gave smooth torque throughout its range. Mixture grade fuel was used on the outward journey but commercial grade on the home run produced no pinking with the 7.2 to 1 compression ratio.

After a stop in Oxford to purchase the one important map

After a stop in Oxford to purchase the one important map which one always seems to leave at home, and some fruit to sustain us through the night, we arrived at Broughton Castle

Above left: Gwydir Castle, near Llanrwst, where an exotic troupe of peacocks gave us an early morning surprise. Below left: The sombre battlements of Ludlow's historic castle, outlined against a wet spring sky. Below right: Sweeping into the hairpin bend at the base of Bwlch-y-Groes, which the Prince could have taken in its stride even with a full load





THE AUTOCAR.



just on 6 p.m., having achieved an average running speed of 36 m.p.h. in normal weekend traffic, with unexpected relaxation. This comment needs qualification, for the transmission is not easy to handle. Dog engagement is used for the four gears, and it was necessary to double-declutch on up and down changes for the best results; even after much practice the gears sometimes went in with quite a clonk. Added to this there was a pronounced transmission whine in the three lower ratios; it was present also, with slightly less intensity, up to 55 m.p.h. speedometer reading in top, but diminished above this, and the engine remained quite smooth up to 65 m.p.h. Gear changing was not helped by a peculiarity of the clutch; its operation light, but it did not engage until the last inch or so of pedal movement,

pedal movement.

Our visit to Broughton—an Elizabethan mansion with early fourteenth-century nucleus—was brief, for we were outside visiting hours, but Lord Saye and Sele, who resides there, showed a

keen interest in the Prince.

keen interest in the Prince.
Continuing along B4035 through Shipston-on-Stour to Ebrington, we turned north for two miles to Hidcote Batrim, to see the National Trust gardens at Hidcote Manor. They were created by Major Johnston 45 years ago from a 10-acre stretch of bare fields, relieved only be a few fine trees.
Hidcote is really a cottage garden on a glorified scale, or rather a series of cottage gardens, in which flowering shrubs mingle with roses, herbaceous plants with bulbous subjects, and seedlings are allowed to grow wherever the mother plant has cast them. There are beautifully laid-out walks leading to a wrought-iron gate with a commanding view away to Bredon. Hedges of vew, beech and hornbeam are used to great effect. Hedges of yew, beech and hornbeam are used to great effect. Some of the great nineteenth-century gardeners like Capability

Brown used great vistas to obtain their effects, but Major John-ston has achieved similar results in a much smaller area. Perhaps in this there is a parallel with our Prince, for a small car is undoubtedly a much more difficult design problem than a larger vehicle, and no one can deny that the NSU is both attractive and practical.

Darkness was falling as we reached Sudeley Castle, near Winchcombe, having proceeded from Hidcote via Chipping Campden along B4081 to the top of Fish Hill, and through Snowshill to the top of Sudeley Hill. Built of mellowed Cotswold stone, Sudeley Castle dates partly from the fifteenth century, and includes the ruins of a magnificent banqueting hall.

To fortify us for the night ahead, dinner was taken at the George Inn in Winchcombe. We were most courteously received at 9.30 p.m., the meal was first rate, and our Thermos flask was filled with excellent coffee for the cold night ahead.

As we tackled the first part of the night section it was raining hard; it soon abated, but we had the opportunity to decide that the Prince handles safely in the wet. The suspension is on the the Prince handles safely in the wet. The suspension is on the firm side with two up, but it smooths out noticeably when the rear seats are occupied. There is a definite tendency towards oversteer, especially as the body rolls initially on entering a corner, but once settled into the curve it is stable, with the tail sliding first in extremis. Good handling depends on correct tyre pressures, to which the car is rather sensitive, as it is also to a side wind at speeds above 50 m.p.h.

Heating is first-class and is quickly available from a cold start: no fumes find their way in. Fresh air ventilation, picked

start; no fumes find their way in. Fresh air ventilation, picked up from the nose of the car, provides a good strong blast over

It was dark when, having journeyed through Cheltenham, Ledbury and Leominster, we arrived at Stokesay Castle, three-quarters of a mile south of Craven Arms, on A49 from Shrewsbury to Ludlow. We were able to see this outstanding example of a moated and fortified manor house, dating from the twelfth thirteenth centuries, only by torchlight.

After climbing over the spectacular Long Mynd from Church

Left: The two-cylinder four-stroke overhead camshaft engine and transmission are very flexibly mounted. The hopper on the left draws air through the lid to cool the closely cowled cylinders. Centre: Front luggage space is generous, in the nose of the car. Right: Bucket seats with hinged backrests for entrance to the rear are comfortable. The central backbone of the chassis conducts heated air from the rear engine













Left: The galleried courtyard of the hospitable George Inn, Winchcombe. Centre: A flash in the night exposes some of the ancient timberwork of Stokesay Castle, near the Welsh border. Upper right: One of the grass walks in the manor garden at Hidcote Bartrim. Lower right: An attractive feature of the NSU is the good vision conferred by curved side windows, separated from the rear light by especially slender pillars

# A Prince Around the Castles .

Stretton we joined A489 and passed through Church Stoke, Welshpool and Llanfyllin, to arrive at Bala lake as dawn was breaking. The bright early morning sun warmed the keen air as we continued through Bettws-y-Coed to Gwydir Castle, half a mile from Llanrwst. This is an historic Tudor manor house with its own chapel dating from the thirteenth century. Here we were startled and delighted by the honking of what seemed an army of peafowl. They were roosting in tall cedars, for these birds are very strong fliers, and in one tree we counted 14. This manor house is open daily all the year round, and these birds must surely be a fine sight on the spacious lawns.

and these birds must surely be a fine sight on the spacious lawns. A view of Penrhyn Castle at Bangor was denied us, for the gates were firmly shut and the high surrounding wall keeps out early morning visitors. As the forbidding Caernarvon Castle was on our itinerary we passed by the suspension bridge over the Menai Straits, but were disappointed to find that the Conway, that gallant timbered ship-of-the-line which broke away from its tow when passing through these treacherous waters a few wears ago, has now been broken up.

from its tow when passing through these treacherous waters a few years ago, has now been broken up.

Barker is addicted to mechanical white elephants and it was necessary, therefore, to have a look at part of the narrow gauge Ffestiniog railway. Thus, continuing by the Pass of Aber-Glaslyn to join B4410, we stopped at Tan-y-Bwlch station before heading for Dolgelley, on our way to Bwlch-y-Groes. Two-up, the Prince literally stormed this famous climb and negotiated the steep hairpin at the start without difficulty. Bottom gear was required on the steepest section of the upper reaches, and on the down changes particularly lack of synchromesh was a shortcoming. A very fast descent proved the brakes



to be extremely good, with no sign of fade or increased pedal pressure and a complete absence of sponginess.

Welshpool was reached for lunch—always a tricky business in Wales on Sunday because of their licensing hours. On the outskirts of the town is Powis Castle, at the end of a walk of at least a mile.

Ignoring our very comprehensive guide,\* we spotted on the map two castles on our way back to Ludlow, which involved a detour over some minor roads, but both had long ceased to exist. There are many such, and this emphasizes the value of relying on a good guide book. The main route along A4113 led us to Ludlow Castle, with its twelfth-century round chapel, where Milton's Comus is being staged this year in the same setting as when first performed there in 1631.

Now our nose was turned for home on A49 south to Brimfield

Now our nose was turned for home on A49 south to Brimfield through Tenbury Wells, on the A443 at Newnham Bridge to Worcester, and then through Evesham, Chipping Campden, Moreton-on-the-Marsh, Chipping Norton and Oxford.

Fuel consumption for our overall journey was 36.9 m.p.g. for 629 miles, much of it in the hills of Wales; over the last 235 miles from Bwlch-y-Groes, which took in some English main roads, the consumption was 39.4 m.p.g.

Particular assets of the Prince are a very attractive appearance, combined with an excellent layout which gives not only adequate passenger space but also plenty of room for luggage and oddments; vision is especially good. The seats, though not luxurious, are quite satisfactory for 600 miles; there was no cramp or ache. There are neither wind noises nor body vibrations, but we should need much more sound-insulation from the transmission in a Prince of our own.

On the debit side, the fuel consumption is heavier than expected and the transmission, with its whine and rather tricky change mechanism, should be improved. The suspension is quite lively, with a little pitch when the front seats only are occupied, but there is no roll, and the car is very safe. A minor Prince, but all in all we enjoyed his company. H. M.

\*" Historic Houses and Castles in Great Britain and Northern Ireland," published by Index Publishers, Ltd., 89, Victoria Street, London, S.W.1. Price 3s.



Looking over Llyn Mair from Tan-y-Bwlch station, on the famous narrow gauge Ffestiniog railway THE AUTOCAR, 30 MAY 1958



Toyopets at speed on the company's test track

### A Commentary on Her Car Industry-Problems and Prospects By Ronald Barker

THERE'S nothing like having your cake and eating it. On my return from the United States last year, after competing in the second Anglo-American Vintage Car Rally, I suggested to the Editor that someone (guess who?) should go next to Japan. For a year this particular serio-comic legpull became a standard conversation piece. Japan, he said, was nearly as far away as the moon—although he admitted that hitherto there had been no evidence of cars in use on the moon. Nevertheless, the notion was approved in principle, tentative plans laid—and fingers crossed.

Then Air France wrote and said they had found a way of getting to Japan very quickly, and if our associated journal Flight would care to send someone along to see how they did it, they would look after his Inner Man with customary hospitality. It was only about 8,500 miles away if one hopped over the top of the world, and would take a mere 30 hours. . . Having a sufficient backlog of aeronautical experience to enable me to be a Jekyll for Flight as well as a Hyde for The Autocar, an ambition which had become almost an obsession was about to be realized: I was told to go quickly to Belgrave Square and get me a visa for Japan.

That outward journey has been dealt with already in Flight (25 April); yet however disinterested a motorist might be in aeronautical matters, he must surely be impressed by some of the performance figures of the long-range Boeing Constellation Starliner as used by Air France on this route. It carries over 8,000 Imperial gallons of fuel in its wings, lifts over 70 tons off the runway with four 18-cylinder engines developing altogether 13,800 b.h.p., and has a safe range of nearly 6,000 miles without re-fuelling. And that Paris-Tokyo mileage in that time makes even Le Mans seem a bit tame.

To reach Tokyo by the shortest route around Russian territory, it starts by flying north from Paris, up past the East Anglian coast and the Shetlands, over the top of the globe and down to Anchorage in Alaska—in 16½ hours. And in case you think Alaska is one big iceberg, I must tell you that the temperature there at 3 a.m. on 11 April was 37 deg Fahrenheit.

Moreover, most of the town had stayed up to greet us on this inaugural flight—including three combo bands.

By this route, time plays—or is played—some outrageous tricks, and two dawns within seven hours were followed by 20 hours of continuous daylight. Moreover, between Anchorage and Tokyo one crosses an invisible Date Line, so that it becomes, quite suddenly, tomorrow.

This review follows three articles describing individual Japanese cars. In future articles there will be recorded comments on some of the larger plants visited during my stay in Japan, and about the people who run them.

HOW DOES one set about investigating a strange country's motor industry without knowing a word of the native language—or for that matter, any of the natives themselves? Before leaving the U.K. I was invited to meet Leslie Roberts, export general manager of the Rootes Group at Devonshire House in London. This proved an invaluable contact, for he not only gave me a quick but shrewd insight into the place and people from personal experience, but also contacted Laurence Philips, general manager of Yamato Motors, who market the Japanese—made version of the Hillman Minx. Moreover, I had written already to several of the Japanese manufacturers to forewarn them of my impending visit.

At the Paris Salon in the autumn of last year, there was some surprise—even consternation—at the appearance there of a new Japanese car, the Fuji Prince. This was the first time ever, it seemed, that any Japanese car had been exhibited in Europe; a Sunday paper was then imperceptive in denigrating the Prince as nothing better than an imitation of the average European product, and its remarks led to a first-class rumpus in Japan.

An immediate, more general reaction to this car's presence in Paris was the thought that the Japanese might be on the verge of dumping cheap cars on the home and major export markets of the European manufacturers—otherwise, why had the makers bothered to send it? What, indeed, was the true state of the Japanese motor industry? How were its prospects in the world picture, and how good or poor were its products? Such doubts



# HELLO JAPAN!

(Left) A Datsun 1000 on the banked circuit of the motor industry's testing ground near Tokyo. (Below) There is space for six small adults in the little Datsun



A Datsun's short stroke 988 c.c. o.h.v. engine, based on Austin designs, is lowered into place. The separate chassis frame rides on a beam front axle, and all springs are half-elliptic





are most easily and accurately dispelled at first hand, by a

personal visit and appraisal on the spot.

Before launching into facts and statistics about Japanese private car production as it stands today, it might be as well to summarize the findings in four sentences: First, the Japanese cannot yet produce cars cheaply enough to compete on equal terms with European manufacturers. Secondly, they do not expect to become competitive for at least three years. Thirdly, there is ample evidence of original thought behind their designs, despite the fact that road conditions and universal speed restrictions in Japan make intense demands only on the strength of a chassis and the suppleness of its suspension system. Fourthly, materials and workmanship now appear to be fully up to European standards for parallel products.

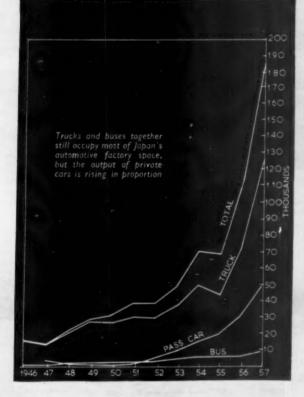
up to European standards for parallel products.

One of the most important figures in the Japanese motoring picture is Dr. Genshichi Asahara, chairman of the Motors Trade Association of Japan—and until very recently, chairman also of the large Nissan Motor Company. A busy man, he proved somewhat elusive, but I was able to interview both him and his second-in-command, Ichibei Terazawa, who is managing director of the M.T.A. They emphasized that, while Japan is making lots of cars, trucks and buses, she is making no roads. Indeed, less than six per cent of the country roads have any form of hard surfacing. The M.T.A. has been pressing the Government urgently for these, and the Government has recently taken advice on the subject from a team of American experts; there are plans to start implementing a large road building and rebuilding programme this year. Better roads would not only encourage more people to run cars but also would ease the task of the manufacturers, who now have to design their products strong enough to withstand home conditions, which

Isuzu's Super De Luxe Hillman Minx (above and below, left) has twin spotlamps, external mirrors, radio, heater and reversing light as standard equipment; its finish inside and out is exceptionally good. Trim is in plastic material and nylon with a metallic interweave, and there is a locking door to the parcels shelf. (Below, right) The Austin A.50, as turned out in luxury form by the Nissan factory at Yokohama







Toyota's Toyopet Crown De Luxe is a well-made six-seater with a conventional specification. A similar car recently completed a 30,000-mile journey from London to Tokyo. It is trimmed in woollen material over foam rubber cushions. The 1,453 c.c. o.h.v. engine develops 58 b.h.p.



means unnecessarily strong—and also heavy—for many export markets.

Whereas small items such as cameras and other optical equipment require much hand labour (which is still relatively cheap) and but little material, the converse applies with the car industry. Steel prices, for instance, have risen appreciably in recent years; much of the iron ore used has to be imported from India and the U.S., and both bar and sheet metal from Germany. In addition, wide steel sheet as used for roof pressings has still to be brought from the U.S., since Japanese rolling mills cannot yet produce it in sufficient width. It is hoped to overcome this economic handicap during next year.

Another major factor in the design of a Japanese car is the type of buyer it has to please. Since almost 50 per cent of all the cars at present sold in Japan are taxis, they have to be as capacious and resilient to rough usage as possible. It is estimated that Japanese taxis carry about 750 million fares in a year. There are, incidentally, 12,000 taxis in Tokyo alone; but they serve a population of appreciably over 8½ million—it is now the world's largest city. There are signs, however, that the taxi market is becoming saturated, and their demand is expected to drop to about 40 per cent within the next six months.

At present about two persons in 1,000 own cars, and this figure is not expected to increase appreciably for some time to come. As in this country, there is a form of purchase or commodity tax in Japan, which has had the effect of restricting the engine sizes of their products to less than 1,500 c.c., the rates being 15 per cent for cars of up to 1½ litres and less than 100in wheelbase, 50 per cent for cars having engines of over four litres and wheelbases exceeding 120in, and 30 per cent for all others.

Some 70 per cent of all cars bought in that country are subject to hire-purchase agreements. The low average income precludes the vast majority of the 90 million Japanese citizens from owning cars, but most of the factories concerned are busy developing small cars to sell at between £350 and £450; a wider motoring public means increased production, lower costs and better export prospects. Two such cars are the rear-engined Subaru, described in *The Autocar* of 9 May, and the Mikasa, about which an article appeared last week.

Three cars now in production in Japan are European models built there under licence. These are the Hillman Minx, which is made in Tokyo by the Isuzu Motor Co., Ltd., and marketed by a subsidiary of the Rootes Group, the Yamato Motor Co.; the Austin A.50, made by the Nissan Motor Co., Ltd.; and the Renault 4 c.v. 750, built by the Hino Diesel Industry Co., Inc. In each case, these are manufactured with practically 100 per



cent Japanese parts, the exceptions being minor items such as electrical equipment imported because of patent rights.

These cars are subject to a seven-year agreement which has only two more years to go, and the Ministry of International Trade and Industry is contemplating discontinuing the foreign currency allocations which expire with these technical contracts after 1960. At present, a 5 per cent royalty is paid to the European companies concerned, and the Japanese Government wishes to place all its manufacturers on an equal footing, without this imposition. At the least they would like a concession in these royalties, to allow an increased outlay on tooling for more frequent styling changes to keep their products competitive.

Nissan also make the Datsun 1000 and 113—both sharing the same body shell, but the former having an o.h.v. 988 c.c. engine, the latter an 860 c.c. side-valve; they make the Austin A.50 at Yokohama, and the Datsun at Yoshiwara, at the base of Mount Fuji. Largest of the purely Japanese manufacturers is the Toyota concern near Nagoya, who make the 995 c.c. Corona small car and the 1½-litre Crown; and of growing importance is the Fuji Precision Company, of Tokyo, responsible for the up-to-date and handsome Prince.

With the present production figures, body dies and presses form a very large proportion of the production costs. Naturally, those makers who chose to build the European makes were saved much of this particular difficulty and its disproportionate

The more significant of the smaller makes are the Ohta, another Tokyo firm which produces two four-cylinder models

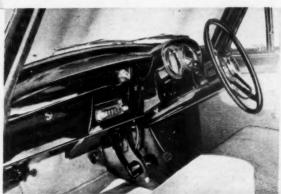


# HELLO JAPAN!

(Left and below) Japan's most handsome car, the Fuji Prince Skyline De Luxe, also has the most modern specification. Its a.h.v. I&-litre engine develops 60 b.h.p., and a de Dion rear axle layout is incorporated. Tinted glass, radio, heater, electric clock and other luxury equipment are standard

(Below, left) In less expensive guise, the Prince has a different waist trim and simpler equipment but is mechanically identical





with engine sizes of 903 c.c. and 1,263 c.c., the former with side valves and the latter with o.h.v.; the two-stroke Suzulight, which is made at Hamamatsu, an attractive seaside resort 160 miles west of Tokyo; and the Subaru and Mikasa.

Dr. Asahara told me that the Nissan Company is not convinced that a real future awaits a very small people's car in Japan, and that it is keener to cut the price of the small Datsun, to bring it closer into line with Government requirements. He thought the Subaru must be considered a purely private car, as opposed to a potential taxi, and clearly had his doubts about how so small and light a vehicle would withstand hard use in country districts, in the hands of a public largely new to motoring. He agreed, however, that this particular car might well sell as a kind of toy in the U.S., and become a profitable export.

Now for some figures: Private car production was disallowed by General MacArthur after World War II until 1947, when the permitted quota was limited to only 300. Last year the number was 47,121, which brought the total number registered to 188,000 (92,261 Japanese, 70,544 of foreign makes, 25,196 owned by foreign personnel)—small quantities when compared with American and European production. Export figures for private cars are at present insignificant—46 only in 1956, and 410 in 1957, over half this number to Okinawa. Although a considerably higher target has been set for the current year, all the car makers whom I visited were producing far below their capacities for a single shift, because of the current economic

recession in Japan, which mirrors the present North American troubles. In the production of diesel buses and large trucks, however, the story is quite different. They totalled nearly 124,000 last year, of which about 5,000 were exported, and the export figure this year may approach 8,000.

Thus, although Japan's overall industrial capacity has doubled since the late war, and although she has the means and ability wherewith to build good cars in large numbers (at present she lies eighth in world production figures) she has still many problems to solve. But increased exports are so essential to her trading balance that we must keep a weather eye firmly and appreciatively on the Far East during the coming years.

#### PRICE COMPARISONS

				Ex-Factory	Ex-Tokyo Dealer
				Yen	Yen
Toyopet Crown De Luxe				1,065,000	1,100,000
Standard	* *	**		815,000	850,000
Corona	**	**		623,500	648,500
Austin A.50 Custom De L	LUKE			1,130,000	1,153,000
De Luxe		**		1,101,000	1,118,000
Standard	* *	**		878,000	895,000
Prince Skyline De Luxe		**		1,180,000	1,200,000
Skyline Standard				910,000	930,000
Datsun 1000 Model			* *	650,000	675,000
113 Model				595,000	620,000
Renault De Luxe	* *		No		680,000
Standard	**	**	**	615,000	630,000
Hillman Minx Super De I		4.0	4.8	1,100,000	1.117,000
New Standa	ard	* *	**	880,000	897,000

Remarks: Ex-factory price excludes the price of spare wheel and tyre. Rate of exchange approximately 1,000 yen per pound sterling.

(Below, left) As produced by a prominent manufacurer of diesel commercial vehicles, the Japanese version of the Renault 750 has proved popular. (Below, right) Junior partner in the Toyota range is the Toyote Corona, which has independent front wheel suspension and a 995 c.c. side-valve engine





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THE AUTOCAR, 30 MAY 1958

Proof that the styling of the original Austin-Healey was good lies in this illustration of the current model, largely unaltered and still modern and attractive



# Intogar ROAD TESTS

1685

# Austin-Healey 100-Six

HE British Motor Corporation continues to develop and improve the largest of its sports cars, without departing to any great extent from the basic design. The latest version of the Austin-Healey 100-Six has more power than the model last tested by this journal in Nov-ember 1956. The consequent gain in performance, achieved without detracting from the exceptional flexibility and smoothness of the C series six-cylinder engine, has been brought about by a modified cylinder head with a separate light-alloy inlet manifold to which are fitted two semidowndraught SU HD 6 carburettors.

Separate inlet ports are formed in the cylinder head, and the valve head sizes are increased slightly compared with those of the earlier units. The nett result of these top changes to the engine has been to increase the power output While the increased performance is more by 11 per cent. While the increased performance is more noticeable high in the speed range, the engine also pulls by 11 per cent. strongly and without temperament below 2,000 r.p.m. The aerodynamic lines of the coachwork together with the flexibility in top gear have made Austin-Healeys economical in terms of fuel consumption; the present version main-

tains that reputation.

Because the torque at low engine speeds is high, the driver is not much aware of the relatively low top r.p.m. limit by sports car standards. The red normal maximum line on the rev. counter is placed at only 4,800 r.p.m. and while the engine is smooth and free revving up to this limit, it is plain that it is not anxious to exceed about 5,200 at any time. It is a car which adapts itself readily to the mood the

driver may be in; if the need or inclination calls for "press

methods, the Austin-Healey will respond in an extremely willing fashion, covering long distances in the shortest possible time without the crew feeling they have had to do a major part of the work. The Laycock-de Normanville overdrive, an optional extra, operates on third and top gears, and as overdrive top gives a little over 23 m.p.h. per 1,000 r.p.m., high speed cruising is a compara-tively restful matter. An electrical switch linked to the throttle protects the transmission from snatch, by preventing downward changes from overdrive to direct drive on the overrun-that is, with a closed throttle.

At home and on Continental roads, the driver finds real benefit from the extra power developed as a result of the new cylinder head, and the increased acceleration is particu-larly appreciated on British roads. The car tested showed an improvement of 1.7sec from 0-60 m.p.h. and 6.5sec from 0-90 m.p.h., as compared with the earlier design

The speedometer needle can be kept on the 100 m.p.h. mark for mile after mile; the o/d top gear consumption is then between 20 and 22 m.p.g. At the high speeds which are well within the car's performance, the fuel capacity of 12 gallons is barely adequate, and owners who use this car for long journeys may wish for more than four hours' safe cruising range.

First thing in the morning in warm weather the choke was needed only momentarily, and the car pulled away at once with very little hesitation. Premium (not super) petrol suits the engine, but there was pinking when inferior Con-tinental premium was used. with the hard top in place,

some fumes were apparent.



Here the Healey is in open form, with hood folded and the semi-rigid rear part of the tonneau cover in position

# Austin-Healey 100-Six . . .

The quickly detachable moulded fibreglass hard-top has the appearance of being a per-manent part of the structure. A light hood is also provided which gives good protection in the event of unexpected rain





The C series engine is notable for its smoothness at all speeds. There is, however, a prominent exhaust note from the twin tail pipes in the upper half of the r.p.m. range when accelerating. Even so, it is a simple matter to drive through crowded streets without attracting unwelcome attention. The car will trickle along with the traffic without the need for constant gear changing. But, like all cars of its type, it is more at home when it can stretch its legs.

Excellent clutch operation with a light pedal load and a smooth take-up (free from slip even during our arduous standing start acceleration tests) helps gear changing. The position of the short, stiff gear change lever is a little unusual, as it faces the driver at an angle from the left side of the gear box cover. It requires a rather long but natural reach; there is no lost movement, and the driver is able to make quick, crisp changes. First gear is normally used for starting from rest. It was found advantageous in most circumstances to use the overdrive in conjunction with normal gear changes, especially as overdrive third, though close in ratio to top, is an excellent traffic gear.

The overdrive control switch is placed on the right side of the facia and can be reached easily and quickly. Reac-

tion is immediate.

Acceleration is unexpectedly lively in third gear, from a speed as low as 30 m.p.h. After a short experience of the car, it was decided that a favourable technique is to change up into third at approximately 40 m.p.h. and next into overdrive third.

The gear ratios are well suited to the performance of the car and the characteristics of the engine; at no time does a driver feel in need of another ratio, nor bothered by a superfluous one. Full-throttle changes could be made without protest from the overdrive mechanism; the whole of the transmission system of the car tested was commendably quiet, and appeared to be fully capable of dealing with the extra power produced by the six-port cylinder head.

Suspension and road holding of all Austin-Healeys have been well fitted to their role of fast sports-touring cars. The springing is flexible enough to absorb shocks transmitted by the surfaces of minor roads, and only when the tyres are inflated to high-speed pressures is some firmness noticed;

this is apparent only at speeds below 50 m.p.h. The ride over rough, rutted surfaces is particularly good; shocks are heard more than felt. It was found that ease of steering was affected to a considerable degree by the tyre pressures, and the recommended 20 lb front and 23 lb rear for normal driving made the steering feel unduly heavy at slow speeds. An increase of 3 lb on these figures gave a noticeable improvement for everyday journeys. The steering becomes rather heavy towards full lock.

When travelling fast the 100-Six steers best if the wheel is held lightly. This is especially apparent on heavily cambered roads abroad. A firm grip becomes tiring, and the directional stability is not improved if the driver is tensed-the Austin-Healey is much better when given its

head under these conditions.

There is light but sufficient self-centring action; on the whole the steering has no bias towards under- or over-steer. When the car is cornered fast, particularly on smooth, wet tarmac, the back will swing slightly. Tyre noise and body roll are very limited; but directional stability may be affected by a strong cross wind when travelling fast.

Driver comfort on a winding road would be improved if the seat backrest were a little more rigid, but the shape and angle of the backrests are good, and movement of the driver's arms is not interfered with.

An owner who was a little on the short side would undoubtedly have to modify the pedal positions, for with the seat set forward to enable him fully to depress the pedals, he is placed uncomfortably close to the steering wheel. The pedals are not set squarely below the steering wheel, but the driver soon gets used to the angled attitude. As with so many sports cars, the pedals are very close together. Some drivers would also modify pedal levels to permit heel-andtoeing-a great advantage in this class of car. A long-legged driver would wish for more support under the thighs from the rather shallow seat cushion.

In spite of these few limitations of the driving position, all-round visibility is good. The screen pillars are slender (there is no window frame, as such), a tall driver is seated



A plastic cover fits over the battery, which is secured in the right-hand corner of the luggage compartment; a master switch forms a valuable anti-theft device. The lid of the compartment is supported in the open position by a hinged strut



Above: Two small children can be accommodated in the rear compartment. The backrest slides up and out to expose the hood and supports. Right: The screen pillars are thin, and the light-alloy side-screen frames are a snug fit. The instruments are grouped immediately in front of the driver. A grab handle and a map shelf are provided on the passenger's side. The doors contain large, open pockets



low enough to avoid any beetle-browed effect, and the large, curved Perspex window in the back of the moulded glass fibre hard-top provided ample vision for reversing or watching faster traffic coming up astern. Unexpectedly on a car of this price range, it is necessary to use a spanner to adjust the position of the passenger seat.

With a car such as the Austin-Healey, which at times can be travelling faster than it appears to be, it is more than ever necessary to have an adequate, fade-free braking system. Although much prominence has been given to the use of disc brakes for fast cars, the drum brakes as fitted proved entirely suitable. Pedal pressure for all normal check braking is light, and there is a good, responsive feel to the brake. The car can be driven fast on roads unfamiliar to the driver, as the system provides powerful four-square stopping power. In the course of 1,000 miles of testing, pedal travel increased considerably. The hand-brake lever is close to the driving seat but not uncomfortably so; it has an easy movement and

the action is powerful.

The detachable hard-top has many advantages. It does not detract from the appearance of the car and does not turn the cockpit into a sound box; wind and road noise are The advantages of having available saloon car negligible. protection from the elements are many. In heavy rain the fitting is completely watertight, and only at slow speeds does the windscreen mist up when it is raining. Perspex side windows are supported in detachable lightalloy frames secured firmly to the doors. A light-coloured roof lining is fitted, and with the compartment closed up, there is a snug, cosy air about the interior. The ability quickly to remove the hard-top is appreciated. secured to the top of each screen pillar by an over-centre clip, and a large hook tensioned by a wing nut is used to clamp down each side behind the door openings. Removal or replacement is a matter of only a few minutes. The only criticism one has of the hard-top as fitted to the Austin-Healey is its cost, which does appear to be rather high.

The normal hood and supports are supplied in addition, and are concealed behind the backrest of the rear compartment. Attachments of the framework for the hood are ingenious, but on the road test car the unfolding movements were very stiff and difficult to achieve at first. One of the two over-centre clips had to be reassembled before it could be used. It is necessary first to engage the rigid front frame of the hood with a lip attached to the top of the screen frame; the rear skirt of the hood is then secured by spring fasteners. The attachment of the fasteners caused some difficulty even in warm sunshine when the material was pliable; it is likely to be a lengthy job on a cold, wet day. Agreed, the alternative would be a less taut, less attractive

hood.

With hood and detachable sidescreens in use, there is naturally more wind noise and flapping than with the hard-top, but certainly not to an exceptional degree. With hood alone, the front seat occupants are well protected by the fixed screen, and there is little buffeting; the same is true when the car is entirely open. No change in handling can be

detected open and with hard-top but, as is normally the case, the fitting of the hard-top increases the maximum speed by two or three m.p.h.

In addition to the hood a good tonneau cover, stiffened behind the seats, is provided. This covers the complete compartment, and is divided down the centre so that the passenger compartment only may be enclosed.

The interior of the body is particularly well finished, roomy and free from uncomfortable projections. The shallow facia is covered with leathercloth, and a plated strip round the instrument panel enhances the appearance. Instruments are well placed, and easily read from the driving seat. No rheostat is fitted to the panel lighting, but it is not over-bright, and allows the instruments to be read at night without dazzle. The curved upper portion of the facia prevents reflections on the windscreen.

A built in heater was fitted to the test car—this is an extra piece of equipment. In the enclosed space it provides a more than adequate amount of hot air, and demisting is effective; extra supplies of cold air can be introduced by opening vents placed above the foot wells. The driving mirror is well placed, and the self-parking screen wipers clean most of the screen area. A screen wash was fitted.

For a car which is likely to be used for long distance touring, luggage accommodation in the tail is disappointing. The spare wheel and battery occupy a large proportion of the available space, and as there is no particular provision for storing tools, these seem best kept in the shallow depression at the front of the locker. However, the car is primarily a two-seater, and so some extra luggage can be accommodated behind the front seats. The shape of the emergency seats, with their dividing hump, does place a limitation on the amount of baggage to be carried here.



The bonnet opening provides plenty of room for normal maintenance, and components are readily reached. The crankcase breather is vented via the valve cover to the rear carburettor air cleaner

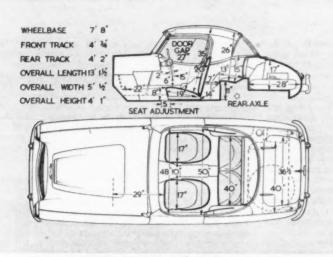
As these occasional seats are suitable only for very small children (with the hard-top in position, no adult can be accommodated there) it would be preferable to eliminate the seats altogether and provide fuller luggage space. This the manufacturer intends to do.

Is is reasonably easy to get in and out of the car, as the doors open at right angles to the body. Only the left door is fitted with an exterior lock—useless anyhow, because the Perspex sliding windows cannot be locked.

Progress at night is helped by an ample beam from the

head lamps and the high-frequency horns carry well. Hitherto, Healey hard-tops have been obtainable only from independent suppliers. The provision of a removable hard-top enables the competition-minded owner to enter events in either the sports or gran turismo class—and the higher power provided by the latest engine increases the chances of success. Of the criticisms made above none is of a serious nature. More than ordinary attention has been given to comfort and alternative weather protections, with the result that fast motoring can be enjoyed in any climate—and by drivers of any age—without the necessity to affect "enthusiast" clothing. Equally important, this latest Healey offers its performance with no more than modest running costs.

#### AUSTIN-HEALEY 100-SIX



Measurements in these in to lft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

#### - PERFORMANCE -

M.P.H. 10—30	 	 3.18 to 1*	4.1 to 1	4.24 to 1*	5.46 to 1 5.5	7.85 to 1 4.0	12.6 to 1
20-40	 	 10.3	7.5	7.1	5.3	3.8	-
3050	 	 10.5	7.4	7.1	5.4		-
1060	 	 10.7	7.6	7.3	5.9	********	-
0-70	 	 10.8	7.9	7.7	6.6	_	_
0-80	 	 13.2	9.1	8.9	_	-	-
70-90	 	 16.2	11.4	11.0	-	-	_
80-100		 20.1	18.0		-	-	

M.P	.н.		sec.	
30			3.6	
50			8.2	
60			-11.2	
70			14.8	
80			20.1	
90		**	25.8	
100			37.7	
Standing quarter	mile,	18.1 s	ec.	

#### SPEEDS ON GEARS:

Gear			M.P.H. (normal and max.)	K.P.H. (normal and max.)
O/D top	(me	nn)	110.8	177.3
	(be	est)	111.0	177.6
Тор	(me	an)	100.0	160
	(be	st)	100.0	160
O/D 3rd			80-93	128-159
3rd		* *	60-70	96-112
2nd			32-48	51-77
1st			20-30	32-48

### TRACTIVE EFFORT:

Effici				Pressure (lb)
BRAKES (	at 30 m	n.p.h. i	n neutra	1):
Second			555	1 in 3.9
Third	**	**	390	1 in 5.7
Top			300	1 in 7.4
		- (	lb per to	n) Gradient
			run	Equivalent

25 50 75

#### **FUEL CONSUMPTION:**

39 per cent 61 per cent 75 per cent 86 per cent

21.2 m.p.g. overall for 1,007 miles (13.6 litres per 100 km).

Approximate normal range 18-26 m.p.g. (15.5-11.0 litres per 100 km).

Fuel, Premium grade.

WEATHER: Dry, sunny, slight cross breeze. Air temperature 65-70 deg F. Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by

Tapley meter.

Model described in The Autocar of 29 November 1957.

SPEEDOMETER CORRECTION: M.P.H.
Car speedometer .. 10 20 30 40 50 60 70 80 90 100 110 111
True speed .. . 12.5 21 30 40 50 60 70 80 90 98 105 110

#### DATA-

PRICE (basic), with standard body, £817. British purchase tax, £409 17s.
Total (in Great Britain), £1,226 17s.
Extras: Hard-top £90. Road Speed tyres £9.
Heater £23 5s. Overdrive £69 15s. Wire wheels, £37 10s.

ENGINE: Capacity: 2,639 c.c. (161.1 cu in). Number of cylinders: 6. Bore and stroke: 79.4 × 89 mm (3.125 × 3.5in). Valve gear: overhead, pushrods and rockers. Compression ratio: 8.25 to 1. B.H.P.: 117 (gross) at 4,750 r.p.m. (B.H.P. per ton laden 107.5). Torque: 149lb ft at 3,000 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 18.0. M.P.H. per 1,000 r.p.m. on o/d top, 23.28.

WEIGHT (with 5 gal fuel), 21½ cwt (2,436 lb). Weight distribution (per cent): F, 49; R, 51. Laden as tested: 24½ cwt (2,761 lb). Lb per c.c. (laden): 1.04.

BRAKES: Type: F, two-leading shoe; R, leading and trailing. Method of operation: hydraulic. Drum dimensions: F, 11in diameter; 21in wide. R, 11in diameter; 22in wide. Lining area: F, 94 sq in. R, 94 sq in (172.8 sq in per ton laden).

TYRES: 5.90-15in.

Pressures (lb sq in): F, 20; R, 23 (normal).

F, 26; R, 29 (for fast driving).

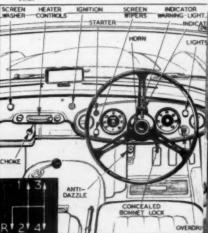
TANK CAPACITY: 12 Imperial gallons Oil sump, 12 pints. Cooling system, 20 pints.

TURNING CIRCLE: 35ft (L and R). Steering wheel turns (lock to lock): 22.

DIMENSIONS: Wheelbase: 7ft 8in.
Track: F, 4ft 03in; R, 4ft 2in.
Length (overall): 13ft 14in.
Height: 4ft 1in.
Width: 5ft 04in.
Ground clearance: 54in.
Frontal area: 164 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampère-hour battery. Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, coil springs and wishbones, anti-roll bar. Rear, live axle, half-elliptic leaf springs, Panhard rod.



SUMMERCOL

SUMMERCOL

CORROSION INHIBITOR

protects
cooling
systems
in summer



# CORROSION CAN CAUSE:

Cooling-system corrosion is a serious and subtle menace to the reliability of your engine. If your cooling system is losing water, it's a danger signal: it may mean a leaking gasket or that corrosion has caused a slow, hidden, radiator leak, or has choked the circulation enough to cause hot running and consequent boiling or evaporation. In any of these ways, corrosion can quickly lead to the troubles listed.

RADIATOR PRESERVATIVE

MENTS CORROSION, RUST

Here's the way to be safe. When you take your Bluecol out after the winter, clean out your cooling system (if it needs it) with Smiths Radiator Cleaner. Then, when you fill it up, put in Summercol corrosion inhibitor, to stop corrosion and all the

troubles it can lead to.

- RADIATOR LEAKS
- · LOCAL OVERHEATING
- · KNOCKING
- · RUNNING ON'
- · HOT RUNNING
- BOILING DRY
- · BLOCK DISTORTION

PRICE 6/6

SUMMERCOL

from SMTHS

MOTOR ACCESSORY DIVISION

BUMMERCOL IN
WHEN YOU TAKE
BLUECOL OUT

SALES & SERVICE, 50 OXGATE LANE LONDON N.W.2

# Judging by the pattern he's an expert!

Introducing the new Pirelli Dual Purpose, an outstanding achievement in scientific tyre design. The D.P. tread pattern solves a fundamental problemit gives tremendous road grip and at the same time yields exceptionally high mileage. It is the ideal all-year-round tyre for use in town and country and is especially valuable for cars which require additional rear wheel adhesion. The three main Pirelli patternsthe 337, Aerflex and Dual Purpose, are each built on to carcasses which are unsurpassed for ply strength and rubber quality. Pirelli offer a variety of patterns because different cars and different kinds of motoring create different problems in tyre performance. Make sure of getting the tyres you need by calling on your Pirelli dealer. He will explain how they differ and will recommend the pattern which will give the highest mileage and the greatest safety for your car and your kind of motoring.

He'll save you pounds in the long run.





# Disconnected Jottings

#### Squirt v. Suck

DIESEL engines are a very efficient form of internal combustion motor, because by using compression ratios of around 20 to 1 the thermal efficiency is increased. The use of this high compression is made possible by compressing air only instead of a combustible mixture of air and vaporized fuel, which would be ignited too early during the compression stroke if it were fed in through a carburettor, as opposed to the direct injection over a very short period of time as in the diesel engine.

In another sense, they are inefficient. That is, you get less power from a given weight and cost of engine than

you do with petrol units.

I am tired of comparisons between high-performance petrol models and much lower-performance diesel versions—which, incidentally, cost £200 more in a popular car. I wish I could see comparisons on this basis:—

Standard petrol car, compared with diesel version having the same performance, including the same maximum speed without the fitting of an overdrive.

out the fitting of an overdrive.

Petrol car with £200 more spent on strengthening and improving the engine, enabling very high compression ratio to be used; and super-economy carburettor, lowering the performance to that of the diesel version.

In fact, much of the economy of a diesel is owed to the fact that it has to be good, or it would knock itself to pieces. A petrol engine can get away with being lighter, less of a precision job, extravagant on fuel in comparison—but much cheaper to make.

#### Worthy Ambition

RECENT notes about disabled drivers have brought a letter from a member of the Disabled Drivers' Motor Club, and it seems that not only have they made skilled studies of available extra equipment, but are determined not just to drive adequately, but well. Some have gone in for the advanced driving test. I had suggested that handicapped motorists needed more confidence, and more ambition—apparently I was wrong. The secretary, and address of the club, are: F. J. Dupée, 19, Devonshire Gardens, London, N.12.

# Winning Ways

ALTHOUGH he told an interesting story, I was disappointed in my talk with the colleague who reported the Mobilgas economy competition, for I have always greatly enjoyed the weird expedients and techniques that used to be employed to secure fabulous figures in such events. The all-time high, of course, remains with an American driver—not content with

driving bare footed, he sandpapered the soles of his feet to obtain greater sensitivity.

But in the recent competition, all funny business was banned, and each driver carried an observer. There was no coasting; no technical departures from standard, except for radiator blinds; no extra air in the tyres.

I want skullduggery and freak techniques to come back, and the brave old days when scratching examiners uncovered the use of Perspex windows, and non-standard aluminium panels lurking under the cellulose.

I may enter next year. My plans include a special gas which expands more than air; after passing the scrutineers for standard pressure, my tyres in travel will become as hard as rock, and slay rolling resistance. The compression-raising device will be discs over the pistons, stained to look like carbon. Into the fuel line will be introduced en voyage small particles of the right size to reduce each carburettor jet, as required.

I have other plans. But there will be no concealed extra-petrol tank: that

would be cheating.

#### Occupational Hazard

A T the conference of the Society of Civil Servants, a driving examiner said that a danger of the job was that failed motorists might assault the tester; one even tried to run over the examiner with his car. It might help the frustrated failures if they received a carbon copy of the form on which, no doubt, the examiner enters Reasons for Raspberry. For when one fails anything, it is maddening not to know why.

If driving test examination becomes so hazardous or unhealthy an occupation that it has to be mechanized, I suggest that an obstacle course be laid out in each district. The learner is launched into this jungle of awkward corners, electronic dummy jay-walkers, a skid pan, and so on. The examiners, stop watch in hand and listening with awed sympathy, stationed behind a tree at the exit, inspect the car as it emerges. A retired pugilist throws down their verdict, from the concrete tower on which he is stationed, to the failures.

# Lamp Setting

SIMPLIFYING proposals about official head lamp testing, our leading article last week said that, in effect, eyes 25ft from the car and 3ft 6in from the ground should not be dazzled. Taken literally, this would imply that valuable extra jobs might soon be available for the small people one sees in car catalogues.

On the whole, these things are best controlled when a departure from the

seriously inconveniences optimum For instance, broken-down people. driver's seats can be dangerous, but they need not be included in safety inspections because they are so uncomfortable that the matter will automatically be attended to by the owner. In the same way, it is a possibility that if head lamps had some fairly well defined cut-off below their beams, too high setting would make them useless on main beam. If they had got into a high setting, which was making their dipped beams dazzling, they would be likely to get early attention.

#### Easier to Adjust

W HEN a major loading change in my cars makes head lamp setting necessary, I feel very lazy about removing the lamp rims, digging up the toolkit and getting out a screwdriver to move the adjusting screw. I once noticed that some French auxiliary lamps had a perforation in the rim, giving direct access to the height adjusting screw, but a knurled finger-knob would be better.

After using an abnormal setting, I can very easily return my lamps to normal for, scratched inside, I have a note of "number of turns and fraction from the right-home position of the

screws.

Some garages set beams so that there is a bright lake of light near the car and not very much long-range vision, and many owners like it that way; but Lucas recommend that the beams should be horizontal, and I prefer this.

### At Bay

BET prosecution of May: one under the regulations against dangerous protuberances on cars. The victim was a gentleman who was so proud of the magnificent six-point antlers of a stag which he had shot that he mounted them just behind the front bumper. The fine was 20s.

The defendant said that if anyone came into contact with the antlers, they would snap off. A prosecuting Inspector asked, "They might injure someone who sat on them?" and the

defendant agreed.

# Town Hasn't Emigrated

LAST week I translated Moretonhampstead, the charming little town which is such a good centre for Dartmoor, from Devon to Cornwall. This was a sad slip, and I hasten to put it back where I have so often found it. My apologies to geographical readers, whose many letters have been read with interest.



#### Recession

BRITISH car production and exports D declined during April to a little below the record totals achieved in the months the record totals achieved in the months of February and March. Exports were 38,586, compared with 44,475 in March; and production was 81,255, compared with 109,257 in March and 83,459 in February. As already mentioned (*The Autocar*, 9 May), figures for both production and exports during the first quarter of this year were records for the industry, and it is possible that the April decline is the result of no more than the normal reduced working hours over the Easter Holiday. Unfortunately, the totals for May promise to be even lower as a result of strikes and the Whitsun holiday.

#### American Exports Highest

AST year America again exported more vehicles and spare parts than any other country, and captured 40 per cent of the world export market. Britain was second at 25 per cent, and Germany third at under 20 per cent. There are now an estimated 107,000,000 vehicles on the world's roads.

#### Jaguars Confident

N his annual report, Sir William Lyons, chairman and managing director of Jaguar Cars, Ltd., states that provided it is not prevented by rising costs from holdis not prevented by rising costs from holding prices at a competitive level, the company can look forward to the future with confidence. He adds: "Despite the setback caused by the serious fire, the year 1957 showed a net increase in exports of more than 6 per cent over the year 1956, and shipments to the U.S.A. rose by a similar percentage, which was noteworthy having regard to the fact that the models which sell more readily in that country suffered most in the fire."

The company's gross trading profit for the year to 31 July rose 5½ per cent to a new peak at £749,769. The dividend after depreciation and taxation remains at 12½ per cent. Not dividend use down dividend to the control of the contr

per cent. Net dividend was down slightly to £315,321 (previously £326,675). During the year, Sir William states, Jaguar cars have been exported to 84 countries. The figures for general exports during the first quarter of 1958 show an increase of 40 per cent over those for the first quarter of last year. Shipments to the United States are up by 20 per cent, and Canada has shown an increase of 10 per cent.

On a warning note, Sir William adds: "I see no reason why we should not continue to expand further our American business, although I must make the proviso that we can do so only if prices are not forced higher by further increases in our costs. I am well aware that I have sounded this warning for a number of years . . . that does not prove that a further rise in prices will not seriously effect us. It does not mean that the

#### Next Week

- Over the Grossglockner
- Road Test-Volvo Amazon
- The Autocar in Japan (part 5)
- Full illustrated reports of the Scottish Rally .
- the Nurburgring 1,000 km race . .
- . . . and the Indianapolis 500



Reading "Vignette Touristique. Valable Six Mois", this slip is provided by the French customs, complete with a plastic sheet for attaching it to the screen. See "Sans Carnet"

warnings I have given have been un-warranted, in fact I repeat that unless a stop is put to rising costs, it is inevitable that our industry sooner or later will run into difficulties. . .

#### Sans Carnet

FURTHER to the comments last week on travelling abroad without a carnet. The Autocar has again taken two cars abroad relying entirely on form 29C (Sale), available for 6d including postage from H.M. Stationery Office, York House, Kingsway, London, W.C.2. The Autocar drivers went on this occasion to France (previously Belgium and Holland were visited) where they were presented with a pale green slip complete with a sheet of plastic for attaching the slip to the screen. The slip is headed *Vignette Touristique*: it is dated and stamped by the French customs, and it is valid for six months.

At the Franco-Belgian border, the French officials waved the two cars straight through once the cars had slowed enough for the British registration plates and the Vignette Touristique to be spotted. Neither car was required to stop. At the Belgian post the "green card" for

insurance cover alone was requested.

As a reminder, apart from the U.K.,
Spain is now the only European country for which a carnet or triptyque is required.

#### Lamps and Reflectors

SEVERAL changes in the regulations on vehicle lamps and reflectors come into force next Monday, 2 June. For vehicles first registered or supplied on or after 1 January 1952, the new minimum height for head lamps will be 2ft, not 2ft 2in as before; this new height is the same as that required for older vehicles. The other change-a minor one concerning manufacturers more than individual owners-lays down that on cars first registered on or after I April next year the rear lamps and reflectors must marked with the specification number and grade of the relevant British standard, and with the name or trade mark of the manufacturer.

This rule will apply to all other vehicles from 1 October 1967. Although this date sounds far ahead at present, it can be visualized that in the last week or two before the change there may well be panic replacements of rear lamps and reflectors on existing vehicles.

#### Drawings on Show

NEXT Wednesday, 4 June, the prize-winning car drawings of the annual Drawing and Handicraft Competitions will be on show at the S.M.M.T. groundfloor committee room, 148, Piccadilly, London, W.I. The Exhibition will be open to the public from 9.30 a.m. to 1 p.m., and from 2 p.m. to 5.30 p.m. of each day, until Saturday, 7 June. The Competition was organized by the Institute of British Carriage and Automobile tute of British Carriage and Automobile Manufacturers.

#### Special Issues Coming

FULL appraisal of the recent A Mechanical Handling Exhibition will be included in tomorrow's special Show Report issue of our associated journal Mechanical Handling. Two other muchenlarged special numbers of associated enlarged special numbers of associated journals to be published next week are the Camera Guide number of Amateur Photographer, which will review the entire range of 325 cameras currently available on the British market (on sale on Wednesday, 4 June); and the Tourist Trophy Report number of The Motor Cycle, On sale on Thursday, 5 June, it will contain the first full details of this classic event in the motor cycling calendar. calendar.

#### Loss to Coventry Climax

JOHN M. MORRIS, sales director of Coventry Climax Engines, Ltd., for the past ten years, died in Warnford Hos-pital, Learnington Spa, on Sunday, 25 pital, Leamington Spa, on Sunday, 25 May. Following an apprenticeship at Alfred Herbert, Ltd., he was at one time Glasgow and London area manager for A. C. Wickman, Ltd., and for another period industrial correspondent for *The Times*. Mr. Morris had just completed his inaugural year of office as the first president of the newly reorganized British Industrial Truck Association. He was 53. Industrial Truck Association. He was 53.

#### New Lucas Branches

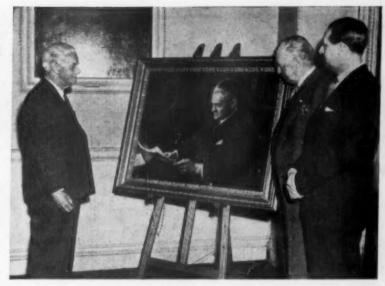
REGIONAL branches of the Lucas Organization have now been opened in San Francisco and Chicago, to handle Lucas, C.A.V. and Girling equipment under the direction of the U.S.A. head office in New York, They bring the total of official Lucas agents overseas to over 250.

#### French Uncertainty

BECAUSE of the present uncertainty D over the prospects for touring in France this year publication of an article on Continental touring has been delayed; it is hoped to include in it an assessment of the effect on the tourist of the current French crisis.

#### "No Waiting" Changes

SUNDAY, 1 June, is the day on which the new London waiting restrictions come into force. They will have the effect of advancing the starting time of "no waiting" zones from 11.30 a.m. to 8.30 a.m., and of applying a "no waiting" rule to many streets on Saturdays between 8.30 a.m. and 1.30 p.m., or until 6.30 p.m. in busy shopping streets. In certain streets in the West End the restrictions will continue until 10 p.m. (Mondays to Saturdays), but in some other streets in outer London there will be a break in the "no waiting" restric-tions between 11 a.m. and 4.30 p.m.



LIFE MEMBERSHIP of the R.A.C. was conferred on Lord Nuffield when he visited the Club last wee The occasion was the unveiling of a portrait of Lord Nuffield which has been presented to the Club by his nephew, Mr. F. J. Minns (right), Lord Nuffield is on the left, and nearest to the portrait is Mr. Wilfrid Andrews, chairman of the R.A.C.

#### WESTMINSTER COMMENTARY

"No Waiting." Regulations which impose a daytime parking ban on many streets in London and the suburbs come into force next week (see left). It is the hope of the Ministry of Transport that the task of enforcement will be made easier as a result of these changes, and according to Mr. Nugent, Parliamentary Secretary to the Ministry of Transport, the police will have a chance to keep the roads clear from the start of the regulations. At present more than 400 cars a week are being towed away from central London by the police.

Both Mr. Nugent and the Opposition spokesman on transport, Mr. Ernest Davies, appear to share the same opinion of the motorist's respect for the law. Mr.

Davies said: "Far too often the most responsible and law-abiding citizen, as soon as he ceases to be a pedestrian by taking his place in the driving seat, seems to lose all respect for the law. The only way we can make the motorist obey regulations is to convince him that if he infringes them he will be punished sufficiently severely to deter him from committing a similar offence again."

"I agree," Mr. Nugent replied, "that more severe fines would be a help, but

the courts have their independence, and I am afraid that all too often the level of fines is not commensurate with the offences. . . . I hope those concerned may take note that it would be in the general interests of the community if the fines could be a little higher, so that motorists would think twice."

Such statements from members of Parliament underline their lack of appre-

ciation of motoring problems, and the fact that most minor infringements of the motoring law are usually the result of desperation at the ever-increasing confusion and multiplicity of regulations.

The new waiting regulations represent another negative approach to traffic problems.

#### Road Tests

THE following is a list of road tests carried out by The Autocar during the past six months. The list is published in the last issue of every month.

in the last issue of every month.

6 December 1957, Volkswagen de luxe; 13, Lotus Seven; 20, Riley Two-point-six; 27, Aston Martin Mark III.

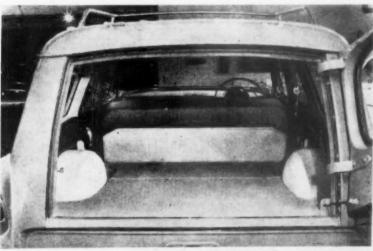
3 Jasuary 1958, Austin A.55 de luxe (overdrive); 10, Mercedes-Benz 1908L Roadster; 17, Jensen 541 R; 24, Humber Hawk II estate car; 31, Oldsmobile Super 88.

7 February, Standard Pennarit; 14, Renault Grand Pavois (Transfluide); 21, Jaguar XK150; 28, Hillman Husky II.

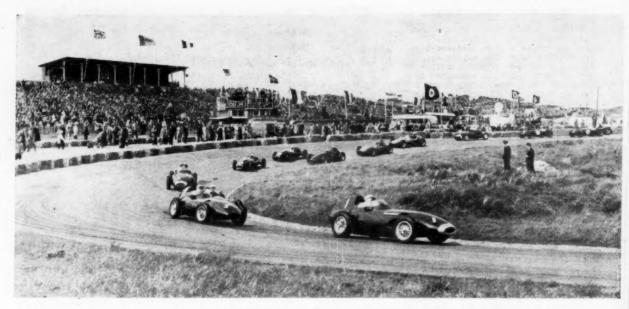
14 March, Morris Oxford Traveller III; 28, Sunbeam Rapier II.

11 April, Austin A.95 Countryman; 18, Simca Vedette Beaulieu; 25, Facel Vegs F.V.S.

2 May, Vauxhall Cresta II; 9, Ford Anglis (two-pedal); 16, Rolls-Royce Silver Cloud; 23, Simca Aronde Monthéry; 30, Austin-Healey 100 Six.



FORD CONSUL, ZEPHYR and ZODIAC estate cars now have a flat floor and a rear seat which folds forward for extra load space, providing a flat surface of more than five feet from the rear door. All prices have been increased by £50 basic (£75 17s total); new prices will be found on page 843



From the start line behind the pits the cars have taken the first U-turn and are entering the left-hander to take them away over the hill. The order is Moss (Vanwall) Lewis-Evans (Vanwall) Schell (B.R.M.) Brooks (Vanwall) and Brabham (Cooper)

#### 1-2-3-4-6-8-9 at ZANDVOORT

VICTORY AND RECORD LAP TO STIRLING MOSS IN VANWALL

STIRLING MOSS went ahead in the drivers' world championship after leading from start to finish and putting up a new lap record in the Dutch Grand Prix at Zandvoort last Monday. After two Cooper wins (Argentine and Monaco), this Vanwall victory puts another marque in the running for the new manufacturers' championship.

The other two Vanwalls fell out with axle and valve trouble respectively, but the pair of B.R.M.s, driven by Schell and Behra, ran fast and faultlessly into second and third places respectively; they were the only cars which the Vanwall could not lap. Coopers could not keep up on this fast circuit, but Salvadori drove splendidly into fourth place in front of the first "foreigner," Hawthorn's Ferrari. Allison's Lotus resumed the stream of green cars past the chequered flag. Only Bonnier finished in a Maserati.

Even though the lead never changed, the race was full of incident, and the splendid vantage points added further to the enjoyment of the spectators. Vanwall, B.R.M., Cooper and Lotus all finished, the result being a 1-2-3-4-6-8-9 victory for the green cars.

THE 18-car entry looked good on paper and on the circuit. Every car listed put in an appearance—three Vanwalls

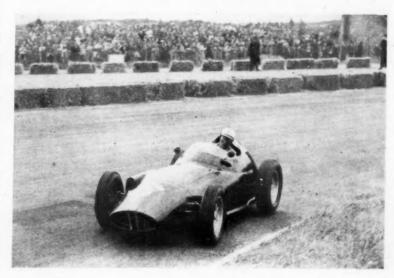
driven by Moss, Brooks and Lewis-Evans; three Ferraris of Collins, Hawthorn and Musso; Coopers of Salvadori, Brabham and Trintignant; Maseratis privately entered by Scarlatti, Bonnier and Gould; the B.R.M.s of Behra and Schell; the Lotuses of Hill and Allison; and the two-seater Porsche of the sole Dutch driver de Beaufort.

Once practice started, it was quickly clear that the lap record of Imin 40.9sec, set by Fangio (Mercedes) in 1955, would be broken in the race. On the Saturday morning Moss got down to Imin 38sec with the Vanwall, with Brooks taking but

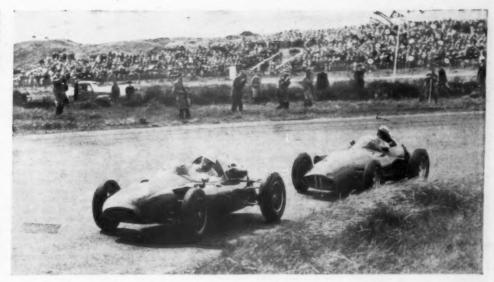
1sec more. Lewis-Evans was 1.1sec slower than Brooks, with the fastest B.R.M. and Ferrari laps by Schell and Hawthorn coming between these two with 1min 39.6 and 39.7sec respectively.

and 39.7sec respectively.

On this difficult but fast circuit the Coopers and Lotuses were not at any advantage, and the best they could manage at first was Imin 41sec by Brabham's 2.2-litre Cooper, and Imin 44.1sec by Hill's 1,960 c.c. Lotus. The Maseratis were not fast by comparison with most of the British cars, Masten Gregory, driving Gould's car, being well down the list until the Maserati had received further



Harry Schell put up one of his most inspired performances to take the first B.R.M. into second place. He once spun off the course but did not lose his position Roy Salvadori drove a splendid race in the work's Cooper to take fourth place. Here he is lying third, with Jean Behra (B.R.M.) preparing to overtake



Below: The winning Vanwall, with Moss as relaxed as ever, ran without a fault throughout the race



attention (primarily in the way of tyre

pressure experiments).

On Sunday, the last day of practice, conditions were very good and, among British spectators particularly, excitement rose sharply as lap times fell. Late in the rose snarply as lap times tell. Late in the dafternoon Moss, after attention to the dampers of number 1 car and after driving the other two as well, recorded min 37.2sec in number 3 car. As this was not in his race car it was unofficial, was not in his race car it was unofficial, his best time in car 1 standing at Imin 38sec. The best B.R.M. time was Imin 38.4sec by Behra (with Schell 0.8sec slower), making the pair anything but also-rans. Hawthorn managed Imin 39.1 sec, and Collins took only 0.2sec longer. R. R. C. Walker's Cooper, twice victorious already (Argentine and Monaco), was originally a reserve, but necessarily accepted, Trintignant up, after the Monaco win; the car which came to the line was not, in fact, the Monaco machine, but Walker's 2,010 c.c. Cooper of Aintree

fame, a 1,960 c.c. car with oversize pistons. The combination put up a time of 1min 39.2sec, equal fastest of the Coopers with Salvadori in a 1,960 c.c. model

Quickest Lotus was Allison's with 1min 39.4sec. Hill, in the other Lotus, had a lucky escape after leaving the circuit and plunging down a steep embankment. He got no more than a shaking, as the car

stayed upright.

No mention yet has been made of ewis-Evans and Brooks—the latter No mention yet has been made of the latter managed a very good Imin 38.1sec, helping to make the Vanwall team unmistakably the favourites, but Lewis-Evans brought off the surprise of the afternoon, shortly before practising finished and after nearly all the drivers had packed up. He was putting up fast times, his pit finally signalling a small fraction of a second longer than Moss. He got a green flag and pit signals ceased.

Lewis-Evans really got going;

through the trickiest series of corners the car was clearly only just under control— Lewis-Evans was driving to the limit, the only cool aspect of the display appearing to be the driver himself. After he came in the announcement of the final official times was awaited (for nearly an hour) with great interest. Yes! Lewis-Evans had done it by 0.1sec, with Imin 37.1sec compared with Moss' earlier unofficial Imin 37.2sec in the same car.

So there it stood, with a grid of—front ow: Vanwalls of Lewis-Evans, Moss and rooks. Second row: Behra (B.R.M.) Brooks. Second row: Behra (B.R.M.) and Brabham (Cooper). Third row: Hawthorn (Ferrari), Schell (B.R.M.) and Trintignant (Cooper). Fourth row: Salvadori (Cooper) and Collins (Ferrari). Fifth row: Allison (Lotus), Musso (Ferrari) and Hill (Lotus). Sixth row: Gregory and Bonnier (Maseratis). Seventh row: Scarlatti (Maserati) and de Beaufort (Porsche). There were only two non-British cars in the first four rows.

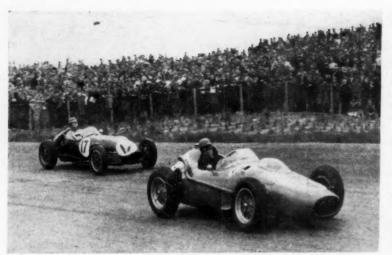
Race day broke gloomily; the attractive, popular seaside resort of Zandvoort was subjected to a steady downpour accompanied at times by very high winds—good for this season's B.R.M. brake troubles, perhaps, but disappointing for the public. However, when noon came with the start of the first of two short sports car races for Dutch drivers, the sun was making spasmodic appearances and the circuit was drying quickly.

The excitement which normally precedes the start of a grande epreuve was tempered by what appeared to be an unnecessary delay of some thirty minutes during which the cars stood silently in echelon in front of their pits. Sunshine, lately arrived, was being wasted, and drivers and spectators became impatient, but the start itself was worth the waiting.

Not a car failed to get away cleanly, and Moss made one of his best—to take the lead which he was to hold through-out. Lewis-Evans was close up, with Brooks to his three-quarter rear as the cars went into the first corner—a right-hand U-turn which took them back be-hind the pits before the left-hand hairpin swerved them over the sandy hill out of

sight of the main stand.

By the time the cars reached even the second main corner the order had changed to Moss, Lewis-Evans, Schell



Feter Collins, here being chosed by Cliff Allison in the Lotus, later spun as a result of gea box failure, putting the Ferrari out of the race

#### Dutch G.P. . . .

(B.R.M.), Brooks and the Cooper of Brabham. In less than two minutes the cars streamed up the straight to the pit area to complete the first of their 75 laps, with the order unchanged. Of the whole entry only Scarlatti's Maserati and the out-classed Porsche of de Beaufort were being left behind appreciably in the well ordered, dramatic scramble,

The appearance of the entry, seen for the first time at full speed, was warming to British eyes, for after so many years of seeing red predominant in G.P. racing, the novelty of a blur of green-painted leading the field had not worn off.

But complacency did not last long at Zandvoort, for on the third lap Brooks relinquished fourth place to bring the Vanwall in for a brief inspection of the rear end. He went away again at rear end.

the back of the field, but while he overhauled the tail enders the leaders were increasing their advantage. On the 13th lap Brooks stopped at the pit again, to

retire with back axle trouble.
While Brooks was having these difficulties, Schell was really putting on the pressure, passing the pits almost abreast of Lewis-Evans, and a lap later he had moved into second place behind Moss. The leader was lapping at about Imin 40sec at this stage and this, while well short of the best times in practice, proved enough steadily to pull away from the B.R.M. As Brooks left the race Moss had a lead approaching 10sec, and Lewis-Evans in third place was 8.5sec ahead of the fourth man, Salvadori in the first Cooper. Behind Salvadori the order was Hawthorn in the leading Ferrari, Behra in the second B.R.M., Collins (Ferrari) seventh, and Allison's Lotus eighth. Then followed Brabham (Cooper) and Musso

Ferrari). Gregory tailed Musso in the

first Maserati, lying in eleventh place. The order of the first three remained unchanged up to 46 laps, but farther back unchanged up to 46 laps, but farther back there were plenty of excitements. Collins, with the Ferrari in eighth place, moved right up to Allison's Lotus, but could not get by, and Allison, thus threatened, began to move clear away. Hawthorn pressed hard on the heels of Behra's B.R.M. but, like Collins, lost reported again as Behra extend to severe the second of the second again as Behra extend to severe the second of t

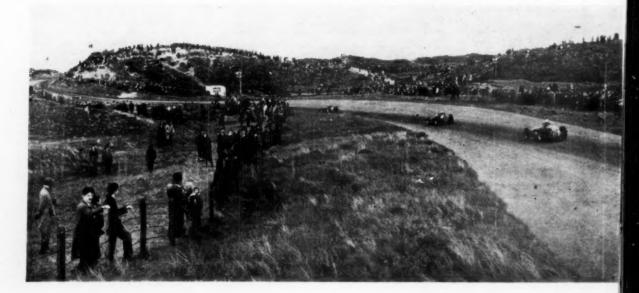
ground again as Behra started to speed up; by the 20th lap the B.R.M. was closing on the tail of Salvadori's Cooper. On the next lap he slipped past, and the order became Moss, Schell, Lewis-Evans, Behra, Salvadori and Hawthorn; in terms of cars it was Vanwall, B.R.M., Vanwall, B.R.M., Cooper and Ferrari. A relatively little Cooper leading the first Italian car! Yes, this was still a novelty.

One of the main thrills of this part of the race was the close proximity of three cars—the Ferrari of Collins, Cooper of Brabham and Ferrari of Musso. Although they were lying eighth, ninth and tenth, the real tussle captured spectator interest, and, after all, the race was still young. At the end of the 24th lap Musso got past "Brab," and at almost the same time Hill's Lotus disappeared. This car was later pushed in and, after a series of pit stops, finally retired with a blown gasket.

At 30 laps Moss was away out in front in the Vanwall, being signalled from the pit "+25 SCHELL"—but he did not let up. Indeed, now it was clear that he was after the lap record set up by Fangio in after the lap record set up by Fangio in 1955 and, incidentally, to add another point to his championship score. This he achieved on the 32nd lap with 1min 38.9sec—94.78 m.p.h. By this time he had lapped five of the remaining runners. Ferraris, already well back, had another blow on the next lap when Collins spun, as a result of great box set upon the set. as a result of gear box seizure, and was seen walking back to the pit.

While the order had remained un-changed, at 46 laps the cars were fairly evenly spaced, and Moss was holding a lead of about 30sec over Schell's B.R.M., both cars running perfectly. The ultimately successful efforts of stout official to chase a large bird off

Spectators on the sandy Zandvoort circuit had a variety of splendid natural vantage points. Trintignant (Cooper), Behra (B.R.M.), and Bonnier (Maserați) are on a fast section on the backleg of the circuit



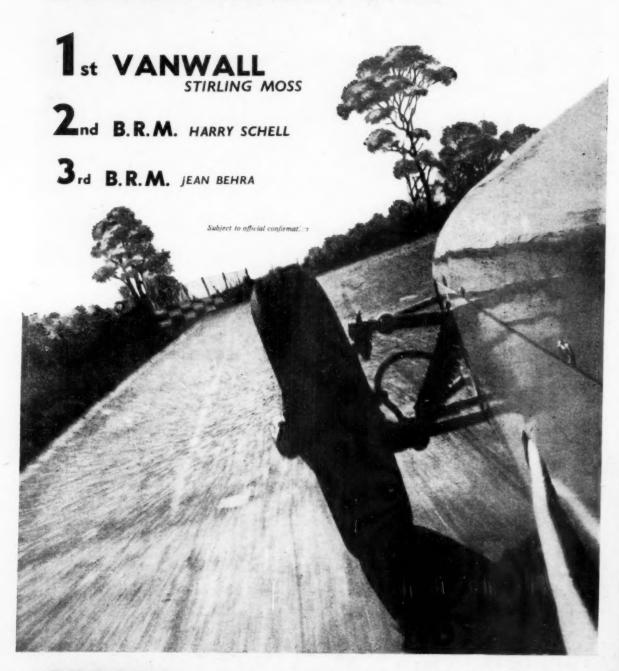


FORD strides ahead

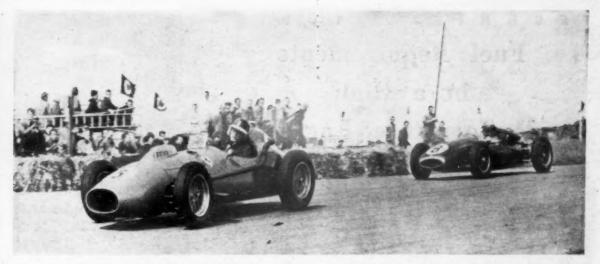
... and the new Foundry at Dagenham, with its superb equipment and fine working conditions, offers powerful evidence of progress in Ford's modernisation programme, a plan for development unequalled by any other manufacturer in Europe. Here's a vote of confidence in Britain's future, a foundation for greater vehicle exports, and a promise of even more value for money for Ford owners everywhere.

FORWARD WITH FORD OF DAGENHAM

# Ferodo First DUTCH GRAND PRIX



Fit FERODO Anti-Fade Brake Linings FERODO LIMITED . CHAPEL-EN-LE-FRITH A Member of the Turner & Newall Organisation



Hawthorn's Ferrari is pressed by Brabham's Cooper behind the pits. The Ferrari was to finish fifth, the Cooper eighth

#### Dutch G.P. . . .

the pits straight provided a diversion at this stage.

Next blow to fall struck Vanwall-the second of the race. Brooks had already gone, and on lap 46 Lewis-Evans, in third place, arrived unexpectedly at his pit. In a matter of moments Lewis-Evans took off his gloves, and the car was wheeled

off his gloves, and the car was wheeled away: valve trouble.

With still quite a long way to go,
B.R.M.'s hopes grew, for if Moss' car broke down, the Bourne cars would have a good chance of a one-two. Both B.R.M.s were still running very well, with Salvadori's Cooper lying fourth and Hawthorn's Ferrari not far behind, fifth. Allison's Lotus was fairly well back, but sixth nevertheless.

The only car to be completely out-classed deserves a word—the Porsche of de Beaufort ran beautifully. The driver tried really hard all the time, even though so far behind. He kept out of the way of the leaders when being lapped, and the car was running as well at the finish as at the start—and remarkably fast at that for a car of this size and type.

After Lewis-Evans retired Scarlatti spun his Maserati on the corner behind the pits and was out. At 50 laps, with 25 to go, the lone, leading Vanwall continued its trouble-free run, now about 35sec in front of Schell's B.R.M. The

only other car on the same lap as the Behra in third place. The question now became, could Moss lap Behra? Cerbecame, could Moss lap Behra? Certainly Moss was not slowing down, for he steadily continued to pull away from Schell and "catch up" Behra. There were no changes of position now, the field being well spread out. At 66 laps a little man appeared on the circuit busily bringing out the victor's garlands: it takes

little imagination to picture how colour-ful this display was in Tulip-land. With only five laps left there was a moment of tense excitement. Schell, whose driving matches his temperament, was giving one of his inspired displays, but at the end of the pits straight he made an effort to lap Brabham's Cooper in the corner—and spun. A safe second place assured, it had seemed, but to stall now would be to throw it away. But Schell kept the engine going and was quickly back in position again. Moss at last was about Imin 39sec, he dropped to Imin 40sec, with the race virtually in his pocket. No chance now of B.R.M.-lapping.

Two laps to go, and Schell lapped

Hawthorn who, going into a sharp bend, pulled right over and waved Schell through. Then the tense moments while the furled chequered flag was brought out on to the track: then the great moment for the green cars. Stirling Moss, hand high in the air in salute, crossed the line

to win the Grote Prijs van Nederland. Then the two B.R.M.s of Harry Schell and Jean Behra, running as faultlessly as the Vanwall, crossed to take second and third. After a magnificent drive came Roy Salvadori to bring the little Cooper to fourth place—the fourth green car in Roy Salvacour to the fourth green car in to fourth place—the four-six-eight-nine victory. The first red car, the Ferrari driven with all Mike Hawthorn's usual skill, crossed to take fifth place and be the first "foreigner" to finish. Then Allison, whose Lotus had gone so well, sixth, Musso's Ferrari seventh, Brabham's Cooper eighth, Trintignant's (Rob Walker) Cooper ninth, Bonnier's lone remaining Maserati tenth, and finally, to affectionate greeting from the crowds, the Porsche of the Dutchman de Beaufort eleventh. Examples of all the British makes entered finished the race.

What now of the manufacturers' and drivers' championships for 1958? The latest drivers' world championship position are given in The Sport.

RESULTS

Nanwall (Stirling Moss), 2hr 4min 49.2sec, 93.96 mp.h. 2hr 5min 57.1sec, 18.R. M. (Barry Schell), 2hr 5min 57.1sec, 18.R. M. (Barry Schell), 2hr 6min 51.5sec, 18.R. M. (Barry Schell), 74 laps, 18.R. M. (Barry Schell), 74 laps, 18.R. Mike Hawthorn), 74 laps, 18.R. Copper (Ling Musso), 75 laps, 18.R. Copper (Jack Brabham), 75 laps, 18.R. Copper (Maurice Trintignant), 72 laps, 18.R. Copper (Maurice Trintignant), 79 laps, 18.R. Copper (Maurice Trintignant), 79 laps, 18.R. Copper (Maurice Trintignant), 79 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Mascratt (Joakim Bonnier), 71 laps, 18.R. Copper (Marchall Copper Masc Fastest lap: Vanwall (Stirling Moss), Imir. 38.9sec. 94.78 m.p.h. (new lap record).

Lewis-Evans had bad luck in having to retire with number three Vanwall while lying third. Behind him is Schell's B.R.M. about overtake into second place earlier in the race



## Fuel Requirements in a High Performance Engine

The car anchored to the rollers of the dynamometer; they are driven by the car to record power developed at the wheels, and can be used also to motor the wheels to determine power losses in the transmission

URING the past three months I have been driving a Series II Ford Zodiac fitted with the Raymond Mays cylinder head, which augments substantially an already potent performance. As yet no performance figures have been taken, but with a similar conversion tested 18 months ago, 60 m.p.h. was reached from a standstill in 10sec, 0-90 m.p.h. in 25.5sec and a standing quarter-mile in 17.6sec. These figures are better than those of many saloons with much larger engines than the 2,553 c.c. Ford, and also superior to those of many sports cars with

superior to those of many sports cars with larger engines.

As delivered, the engine has a compression ratio of 9.2 to 1 and it breathes through two 1½in-dia semi-downdraught S.U. carburettors. The claimed output on the brake is 130 b.h.p., and as part of the analysis to which this vehicle is being subjected, it was taken to the Associated Stabel behaviour at Pletchley for roller. Ethyl laboratories at Bletchley for roller dynamometer tests to determine the power delivered at the wheels. The maximum figure recorded was 106 b.h.p., which ties figure recorded was 106 b.h.p., which ties up quite closely, taking into account transmission losses, with the claimed 130. This figure at the road wheels may even be on the low side, for a piston failed during the test, and it may have been picking up when the 106 figure was recorded. This incident brings me to the main theme of this account.

Throughout this early phase premium fuel was used, and on the grades purchased in this country the engine operated

satisfactorily without audible detonation. On a trip of over 1,000 miles on the Continent it was far from happy using the best French petrol, and delicate control of the throttle was necessary to avoid violent pinking. Probably some damage occurred to one piston during this journey, and led to the ultimate failure. It is accepted, of course, that when the power of a normal production engine is increased by approximately 45 per cent, no blame can be attached to the manufacturers for the failure of their standard components.

During roller dynamometer tests the engine is held at full throttle for long periods, to stabilize the temperatures at each speed increment before the readings each speed increment before the readings are taken, and this particular test involved something like three hours' continuous running at full throttle. When recording a figure at 5,000 r.p.m., there was a very loud noise, and the car was enveloped in smoke from oil blown out of the breather as a result of a crankcase explosion. After as a result of a cranteese explosion. After the engine was stripped there was a hole about in dia burned through the centre of one piston crown, and the big-end bearings of this cylinder showed signs of fatigue failure.

The hole in the piston crown appeared to have started from a residual centre left there after manufacturing processes; as a result of detonation a process rather like flame cutting with an oxy-acetylene torch had taken place. Also, the piston skirt had scuffed badly, indicating exces-

sive temperatures,

What are the lessons to be learned from this? Undoubtedly a higher grade of fuel than premium was necessary to avoid detonation. Audible detonation under light engine load is not usually a problem, since there is a clear signal that either fuel of a higher octane rating must be used, or the ignition needs to be retarded. Detonation at higher engine speeds, however, constitutes a different type of problem. This is usually unheard because engine, wind and road noise at higher speeds prevent its transmission to the inside of the car. One other factor, learned too late in this particular case, was that the original engine-operated fuel pump was never intended to deliver the extra fuel necessary for sustained speeds at full throttle. This deficiency probably resulted in a weak mixture, which aggravated the situation

Little is known about the increase of load which results from detonation, for it occurs locally in the cylinder and during such a short time interval that accurate readings cannot be taken. The heat liberated is so high that it often develops to pre-ignition. Of itself this is not really dangerous, for in a single cylinder the pressures can be, and usually are, lower under conditions of pre-ignition than with normal combustion. Damage occurs in a multi-cylinder engine, however, when a rogue cylinder is turned over by the power produced in the remaining cylinders, operating under normal conditions of combustion. In such a case it has

been estimated that maximum pressures can be increased by as much as 100 per cent, which explains the fatigue failure of the big-end bearings of the de-fective cylinder of this special

Zodiac.

The engine has now been rebuilt, and as one bore was damaged, a set of oversize pistons has been fitted. These do not have the residual centre in the crown, and the standard babbit metal big-end bearings will be replaced shortly by a set manufactured in lead-bronze. Needless to say, the lesson has been learned that super pre-mium fuel must be used in future. On the Continent this is not universally obtainable and, therefore, it will be necessary to retard the ignition and use a very light foot. All of this shows the sort of problems which may arise when the power of a normal production engine which, in its standard form, is perfectly satisfactory, is in-creased by a margin well in excess of reasonable reserves

The defective piston with its burnt-through centre and big-end bearings on the left. One of the other pistons and its bearing, in perfectly good condition, are on the right





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EAVY rain during the morning did not discourage spectators from going to Goodwood in large numbers on Whit Monday for the National meeting organized by the B.A.R.C. Even though formula 2 and 3 racing cars were engaged at the club's other meeting at the Crystal Palace, and this country's formula 1 cars were performing so splendidly at Zandvoort, there was a sufficiently good entry of sports cars to ensure some exciting racing.

good entry of sports cars to characteristic racing.

In addition, those who had forgotten what a supercharged racing engine sounds like were reminded of it during the event for historic racing cars. This scratch race over ten laps was graced by no fewer than five E.R.A.s, two Maseratis and three Amilcars, among other entries. Unhappily, H. C. Spero's ex-Whitney-Straight 2.9-litre Maserati stopped at the chicane on its warming up lap and was a

From the noisy start, W. F. Moss in the ex-Bira E.R.A. "Remus" went ahead, built up a commanding lead and was never challenged. G. Chapman (E.R.A. R2A), in second place, spun when leaving the chicane on lap one and dropped right back, while T. A. Robert's 3.8 Bugatti, which had been driven at one time by Nuvolari, failed to leave the grid and went straight to the pits where gear box

trouble was diagnosed.

From the third lap, the order behind Moss never changed—the ex-Peter Bell sprint 2-litre E.R.A., driven by D. H. C. Hull held second place, followed by J. Goodhew in the hybrid E.R.A.-Delage (the Delage part being from a car raced by Bira, and the combination by Tony Rolt), R. Carnegie's 4½-litre Lago-Talbot, and the E.R.A.s of M. C. Brewer and P. Waller. Two of the three 1,100 c.c. Amilcars finished, J. C. Tozer winning his class. It was a thoroughly cheering sight to see all these famous machines performing still, most of them being well preserved and carefully prepared.

his class. It was a thoroughly cheering sight to see all these famous machines performing still, most of them being well preserved and carefully prepared.

Throughout the 21 laps of the main event—the Whitsun Trophy race for unsupercharged sports cars—there was constant battle for leadership. From the Le Mans start of 23 cars, John Dalton's DB3S Aston Martin seized the lead, but it was taken from him before the lap ended by Bruce Halford's 3.4-litre Lister-Jaguar. Graham Whitehead's Lister-Jaguar was late getting away, and P. R. Crabb's Tojeiro-Bristol even later. Behind Halford and Dalton came the D-type Jaguars of M. Charles and Duncan Hamilton and then, surprisingly, the 1½-litre Hume-Lotus of C. Bristow and the 1,100 c.c. Lotus-Climax of N. R. Hicks.

Hamilton and then, surprisingly, the 13litre Hume-Lotus of C. Bristow and the 1,100 c.c. Lotus-Climax of N. R. Hicks. Duncan Hamilton, driving with great vigour, moved into second place on the fourth lap and into the lead on the



Through the methanol haze at the start of the historic racing car event can be seen the E.R.A.s of P. Waller (32), G. Chapman (31) and D. H. C. Hull (34)

#### Goodwood Variety

seventh, when Halford spun at St. Mary's. Earlier Graham Whitehead had made a mistake at Lavant corner, which dropped him to next to last place. Halford was catching up again hand-over-fist, passing Dalton into second place on lap nine, and he took the lead from Duncan Hamilton on lap 16. Next time round Halford pulled on to the grass before Madgwick and walked back to the paddock—a lever in the throttle linkage had snapped.

All looked set for Duncan Hamilton to win, but Graham Whitehead, making a wonderful recovery in the Lister-Jaguar, caught and passed him with three laps still to go, and held the lead to the finish. Bristow, in his 1½-litre car, passed Dalton and took a very creditable third place. The gear box of Peter Blond's Lotus-Climax seized as he passed the pits, and the propeller shaft disintegrated.

E. N. Whiteway, driving Rudd's A.C. Bristol, won the 12-lap production sports car event after a spirited duel with W. E. Wilks (Frazer Nash); Jack Sears the marque sports car race in a hardtop

Austin-Healey 100 Six; and Duncan Hamilton the production saloon race in a 3.4 Jaguar, from Tommy Sopwith and Sir Gawaine Baillie in similar cars. Some over-forceful driving—which this type of event seems to encourage—was seen in the battle for the lead in the 1,000 c.c. and 1,600 c.c. classes, the former going to John Sprinzel's scarlet-runner Austin A.35 from F. W. Marriott's Morris Minor, and the latter to M. B. Everley's fast Hillman Minx, which defeated D. Harris's Borgward. Seat harnesses were more in evidence since a grid start was used.

Finally Bruce Halford made up for his earlier disappointment with a win in the 10-lap Whitsun handicap, which closed the interesting and varied programme.

Whitsun Trophy sparts are race (21 laps): 1.
Whitsun Trophy sparts are race (21 laps): 1.
Lister-Jaguar (A. G. Whitehead), 35 min 49 6sec.
54.41 m.p.h.; 2. D-type Jaguar (Duncan Hamilton), 35min 56.6 sec; 5, Hume-Lotus (C. Bristow), 56min 14sec; 4, Aston Martin DB3S (J. Dalton), 36min 14sec; 4, Aston Martin DB3S (J. Dalton), 36min 26sec, Fastest lap; A. G. Whitehead, Imin 37.6sec, 56.52 m.p.h. 2,600 6.6. class: 1, Hume-Lotus (C. Bristow), 56min 14sec, 83.46 m.p.h.; 2, Lotus-Climax (N. R. Hicks), 57min 23.4sec; 3, Lotus-Climax (W. R. Frost), 20 laps, Pastest lap; Lotus-Climax (W. R. Frost), 20 laps, Pastest lap;

C Bristow, Illin 33.48cc, 96.32 In.p.n.

Seratoh race for Production Sports Gare (12 laps);

1. A.C.-Stistol (E. N. Whiteaway), 22min 5.3sec,

78.36 in.p.h.; 2. Frascr-Nash (W. E. Wilks), 22min

8.4sec; 3. A.C.-Bristol (M. P. Anthony), 22min

2.5 fosc. Fastest lap: E. M. Whiteaway, Imin

Seratch race for Histerie rasing cars (10 lapps):

J. E.R.A. (W. F. Moss). I'min 51.8sec, 52.14

m.p.h.; 2. E.R.A. (D. H. C. Hull), I'min 52.4sec;

S. E.R.A. Delage (J. Goodhew). Ismin 19.2sec.
Fastest lap: W. F. Moss, Imin 41sec, 55.54 m.p.h.
Seratch race for Specific Cars (14 lapps): Austin-Healey 100-Six (J. G. Seara), 12min 46.4sec, 76.70

m.p.h.; 2. A.C. Acc (P. G. Fletcher), 19min 10.2sec;

Triumph TR2 (R. F. North), 19min 16.8sec,

Triumph TR2 (R. F. North), 19min 16.8sec,

Triumph TR2 (R. F. North), 19min 16.8sec,

Satest lap: J. G. Sears, Imin 50sec, 78.54 m.p.h.

Production saleon car race (16 laps): Over 1.699

e.s.: 1. Jaguar (Duncan Hamilton), 18min 14.4sec.

28.39 m. ph. 2. 2 aguar (T. 28.80 m.) h. 1. 3 min. 50. 5eec. Jaguar (T. 28.80 m.) h. 1. 3 min. 50. 5eec. Jaguar (T. 28.80 m.) h. 1. 4. 5eec. Pastest lap: Duncan Hamilton, Imin. 64. 2sec. (79.85 m.p.h. 1. 1896-1.680 4.6.1 h. Hillman (M. B. Everley), 19min 52. 2sec. 65.22 m.p.h. 2 laps; 2. Borgward (D. Harris), 19min 55. 2sec. 9 laps; 3. Riley (P. Clarke), 20min 5. 4sec. 9 laps; 1 laps; 2. 180 m. p.h. 180 m. 180 m

Whitsum andicess (18 table): I. Lister-Jaguar (B. Halford), 17min 9.4see, 87.53 m.p.h.; 2, Lotus-Climax (N. R. Hicks), 17min 15.4 sec; 3, D-type Jaguar (Duncan Hamilton), 17min 15.4 sec; 3, D-type Jaguar (Duncan Hamilton), 17min 15.4 sec; Pastert lap; B. Halford and Lister-Jaguar (A. O. White-head), Junia 73 sec, 89.07 m.p.h.

Duncan Hamilton's D-type Jaguar leads from Bruce Halford's Lister-Jaguar at Madgwick during the hard-fought Whitsun Trophy race won by Graham Whitehead



#### BOATIN





#### тне воот

Left: Sailing in Mounts Bay, Cornwall. The leeboard on the weather side is in the "up" position. Right: Three bags contain the entire hull. The paddles—two or four, according to whether you use one or two doubles—stow in the luggage locker, and the sailing equipment fits into the fourth bag

THE land-borne sailor has a thin time of it. Either he must spend a lot of money buying and maintaining a boat—perhaps scores of miles from his home—and be content to use it only when his inadequate leisure permits, or he must tow a less ambitious vessel laboriously behind him through the weekend traffic to the sea.

end traffic to the sea.
Such a boat requires adequate storage; the difficulties of that in London, where there is insufficient space even for cars, are obvious. In any case, to tow a boat 100 or more miles to the sea is enough to daunt all but the most enthusiastic motorists.

First and foremost a motorist, but with a yearning for the sea born of some 25 years spent close to, or on it, I have to some extent found a means whereby you can have your cake and eat it. It neither ruins one's motoring by trailing along behind and imposing a speed limit of 30 m.p.h., nor does it cost a farthing for heathing, or mystyle more for maintenance.

berthing—or much more for maintenance. It is a collapsible sailing canoe, which requires no refitting in the accepted sense, no laying-up; you can put it away for the winter in your bedroom if you like. I keep mine in a small London flat; it is amusing, when you are sailing in the open sea, to recall that a few hours back, the boat you are in was no more than three canvas bags on its way down in the lift. The bags fit comfortably in the back of the car—in my case a Sunbeam Rapier; if it were not for the fact that a 20-gallon rally tank occupies most of the

boot, it would stow away in that.

There are, no doubt, several similar types of boat produced in this country. Mine was built in Germany, by the Klepper company, and costs slightly under £100 with all extras. The hull is 17ft 4in in length, with 3ft beam; the outer "skin" is of five layers of rubber-canvas, and fits into one of the three carrying bags. Inside this fits a framework of laminated ribs and longitudinals, the ribs being contained in one bag and the longer pieces in a bag that is 4ft 5in in length, about 14in wide and 7 or 8in deep; this is by far the most cumbersome of the three, but the total weight of the "skin"

and woodwork is only 60 lb. The hull has built-in air tubes, and is unsinkable. The whole job of assembling the hull can be carried out in about 20 minutes—less with practice.

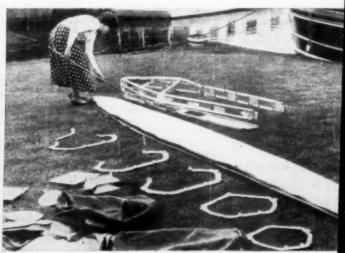
There is a gaff mainsail, with an area of 30 sq ft, and a foresail; included in the equipment are two lee-boards, and a footoperated aluminium rudder. A spray cover which clips firmly around the cockpit and round the waists of the two occupants keeps the hull bone dry, even when the gunwales are sailed under.

the gunwales are sailed under.

Because of the very fine lines the boat sails surprisingly fast; "down-hill," mine recently covered a mile in just over five minutes. In normal conditions it is not easy to capsize it; it must be admitted, however, that recently on the Norfolk Broads, when there was a strong wind and every other boat had gone in, we did manage to roll over. If we had carried bailers it would have been possible to empty it, scramble in and start again. Without bailers, we clung ignominiously to it until we were rescued. Experts say that you can't call yourself a

Below: In the assembled state the boat can be carried short distances on the roof of the car. Though fairly rigid, it is liable to damage by "hogging" if the car's roof is short. Right: "Skin," assembled after-half of the framework, and ribs for the forward and midships sections are laid out for inspection





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#### BOAT IN THE BOOT ...

true sailor until you have capsized; certainly the experience has increased confidence in the capabilities of the boat, rather than lessened it, because one now knows just how far to go and, more important, that it is positively buoyant, even when full of water.

Maintenance couldn't be simpler. The "skin" stands up to an astonishing amount of abuse without appearing to

suffer more than a few superficial scratches; even dragging it over stony beaches has little effect, the scrapes being easily removed with hull wax. The woodwork is heavily varnished and should not need attention for a year or two. All metal fittings are of salt-resisting light alloys, everything being held together by spring clips; any amount of putting-together and taking-to-bits does not seem to loosen the clips or make the structure less rigid.

It can be seen that transport, erecting

and dismantling are no trouble. The draft is about 4in with two people in the boat—so that one finds oneself taking an interest in every stretch of water one passes, with a view to its possible use one day for sailing. The boat is light, and extremely easy to propel by hand—particularly when both occupants are using double-ended paddles—so that little, overgrown rivers are navigable, where sailing would be impossible, and the weekend congestion on the roads ceases for a time to be a worry.

P. G.

#### "LONG LIFE" TO BATTERIES

It is a general experience that the life of accumulators is unpredictable, and that around two years is as much as they can normally be expected to remain reliable. I think that I have hit on the cause of such quick deterioration; and the "cure" has, to date, given me a battery now more than four years old and still functioning perfectly.

Diagnosis, explanation and prescription

Diagnosis, explanation and prescription are as follows: a new accumulator normally is filled to the correct level with a suitable mixture of sulphuric acid and water; as soon as it is put into use in a car, the effect of charging is to electrolize the water into its component gases, oxygen and hydrogen, which escape by the filler vent. The amount of acid remains constant; only water needs to be added.

It is common practice to top up the cells to the original level of liquid, i.e., about a quarter-inch above the top of the plates. Too many owners, too often, allow the level of liquid to sink to, or even get below the plates before topping up; it is true to state, therefore, that throughout the life of car batteries the electrolyte is nearly always stronger in acid than is necessary or correct. Here I feel is the probable explanation for the usually short life of the average battery.

To rectify this mistake is fortunately quite easy, and has proved to be effective. It is to add distilled water to within about one-eighth inch below the bottom of the filler "chimney"; this will leave sufficient space above the liquid for the gases to escape without causing any spill.

Distilled water should then always be added when the level in the cell falls to the original height (one quarter-inch above the plates). This ensures that the acidwater mixture is never stronger in acid than the correct proportion.

Another practice that helps to prolong the life of the battery is to reduce the charging rate for the summer. Most controlling devices are set to boost up the current to close upon 20 amp when the battery is somewhat discharged and to settle down to 5 amp or so when, on a long run, it becomes fully charged. When touring, or when mileage is considerable with very little current being taken out, the steady charging rate should be reduced right down to 2-3 amp. A slow rate of charge is beneficial to the plates, and has the advantage of permitting longer periods between toppings up.

Adjustment of the rate of charge is made quite simply. In older cars, equipped with three-brush dynamos, control of the charging rate is effected by loosening an external nut and then pushing or pulling the brush-holder a small distance round the armature one way or the other. Speeding up the engine after each movement shows on the ammeter

what effect has been achieved, and a few trials enable the desired charging rate to be attained.

Modern cars fitted with the two-brush system have a much simpler and usually more accessible device for controlling dynamo output.

dynamo output.

Over the fuse and wiring panel is a box with a spring - clipped cover. Removing the cover exposes two small, shiny coils under flat plates through which project screws and locknuts. One of these plates has a moving flap which

sing flap which switches the charging on when the engine speeds up from idling, and off when the engine speed drops to idling again. This flap and its assembly—the cut-out—must on no account be touched. The (usually nearer) coil assembly with strip winding on the outer coil surface is the one that controls the charging rate.

controls the charging rate.

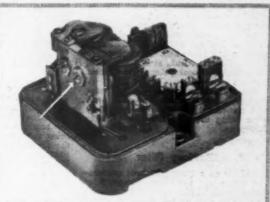
To reduce the output of the dynamo for summer conditions it is necessary only to loosen the locking-nut on the top and unscrew the slot-headed screw on which it is mounted. A quarter of a turn of the screw in an anti-clockwise direction will have a considerable effect in reducing the charging rate; the nut should be tightened again after every adjustment of the screw.

The effect of each trial adjustment of this screw can be seen only when the engine has been run for a few minutes because the control device always starts off with a high charge rate, which falls automatically as the battery nears full charge; it is this settled-down rate that should be low (2 to 3 amp) in summer, and high (5 to 10 amp) depending on night driving, and the like, in winter. It is likely that a few trial adjustments of the screw will be required before the desired charging-rate is achieved.

The operation is reversed for winter, by screwing the little bolt in clockwise, by small amounts at each trial, until the de-

sired increase is achieved.

A few words of caution are appropriate here: when re-adjusting for winter, the rate of initial boost when the engine is first started up in the day should not cause the ammeter needle to go hard up to the end of the scale—if this occurs the ad-



A Lucas voltage control and cut-out unit. The adjustment screw by which maximum charging voltage—and therefore current—may be varied is marked with an arrow. The cut-out, farther from the camera in this photograph, should not be touched

justment should be set back a little. If the maximum is not allowed to exceed 20 amp there would be a margin of safety against overloading; Lucas quote a maximum output of 19 amp for their 3.9in diameter standard dynamo, and 22 amp for the 4.5in model, at 13.5 volts. This adjustment should not be

This adjustment should not be attempted with the voltage control "live"; the cut-out points should be separated by a piece of dry card inserted under both flaps before varying the adjustment screw—and one should not forget to remove the card before running the engine.

With the use of a good voltmeter, a check can be made with the engine running. Leads A and Al should be removed from the control terminals (to open-circuit the regulator), marked, and twisted together to permit the battery to feed the ignition coil; a piece of card should be placed between the cut-out points.

The voltmeter is connected between the regulator frame and earth, and the engine run at a good charging speed; a reading of 16.5 or 16.6 for a 12-volt system—(8.35 to 8.40 on a 6-volt battery) will probably give good maximum charge. For minimum charge 16 volts and 8 volts respectively should give about the right results. After the lock-nut has been tightened, A and Al leads are reconnected and the card removed from the cut-out points.

These changes—level of liquid and rate of charging—will ensure a far more economical service from our indispensable, but too quickly expendable, batteries.

ALBERT E. LOWY.

#### Foot Pump

THE new Aerite foot pump is strongly THE new Aerite foot pump is strongly made and its piston and general sealing seem to be such that all the pumping effort goes into the tyre. It is distinguished by an unusual fitting—a take-off for applying a pressure gauge without disconnecting the pump.

The folded size is 1ft 1in by 3½in, and 3in high. The Aerite Vendor pump, which costs £1 2s 6d, is a product of Walters and Dobson, Ltd., Bailey Street, Sheffield. It will be marketed next month.

Sheffield. It will be marketed next month,

#### **Home Garages**

IN the new Marley Master home garage, a serious attempt has been made to give a good appearance; what are, in effect, buttresses avoid the boxy look, and the roof slopes from front to back. Interior width is 8ft, and lengths are four, between 12ft 4in and 16ft 4in. Prices are from £58 10s to £60. The makers are Marley Concrete, Ltd., at London Road, Riverhead, Sevenoaks, Kent, and at other centres.

When this firm started making home garages, a visit proved that good steel and compacted concrete of high grade were being used, to BSS for concrete

structures.

#### **Battery Filler**

BASED on a quart polythene squeeze-bottle, the new Duco battery filler has a length of pipe passing through the cap. This may be left short, or greater length may be pulled out for topping up even the most inaccessible batteries.

The price is 6s 6d, and the filler is sold through garages by Brown Brothers, Ltd., Browns Buildings, Great Eastern

Street, London, E.C.2.

#### Door Stays

CHEAPER version of their Flick-A CHEAPER version of their Fried-duced by Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex. An original model, used by *The Autocar* for quite a long time, has proved weather-resistant and reliable in holding a heavy coach-house door.

The Mark 2 versions cost 4s 3d for both 4½ in and 7in models. The older Mark 1 is 5s for the 4½ and 7½ in stays, and 12s 6d for a 1ft model.

#### Accessories







The Duco battery filler; a new garage door stay; and an Indicap tyre cap. The receding of the cap's red plunger, in this picture, shows that the tyre needs topping-up

#### 55 Touch-up Colours

By adjusting the formula widely used Belco 300 car finish, adjusting the formula of their Imperial Chemicals have made it suitable for touching-up minor damage. being sold in quarter-pint tins at 5s 3d, the distributors to garages being Brown Brothers, Ltd., and Thompson and Brothers, Ltd., and Brown Brothers, Ltd.

In each tin there is a camel-hair brush fitted to the inside of the screw cap.

There are black and 54 colours, all or

nearly all the colours used by the large car makers.

#### Test Probe

IN tracing electrical failure, the amateur's difficulty is that he cannot see the flow of current, and can tell whether current is getting through to any point only by a tedious process of disconnecting terminal nuts and other fastenings, brushing the end of the cables, and watching for sparks. A test probe, with a cable connected to earth by a crocodile clip, and a festoon bulb between earth cable and probing needle, is much easier, quicker, and more efficient. The clip is earthed to the bodywork, and the probe applied to a wire or terminal: if there is current there, the bulb lights up; if the terminal is dead, the bulb does not light. This is, of course, for use on low-tension circuits only, and not for high-tension

ignition points. Such a test probe, neat strong and cheap, is sent for review by The Larmer Engineering Co., Ltd., Margaretting, Ingatestone, Essex. Called the Lightning, it costs only 8s 6d, and would be a sensible addition to the toolkit.

#### Tyre Pressure Warning

SPECIAL Indicap tyre valve caps, which give visual warning when pressure drops to 3lb below normal, are being introduced by John Somers, Ltd., 142-148, Edgware Road, London, W.2. A red plunger sinks from view as a warning. The caps are very well made. They cost £1 is for a pack of four. Keen motorists check tyre pressures at

regular intervals, but the effect on handling, on m.p.g. and on tyre wear of a pressure drop is so considerable that a constant at-a-glance warning of under-

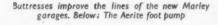
inflation is of real value.

#### Brick

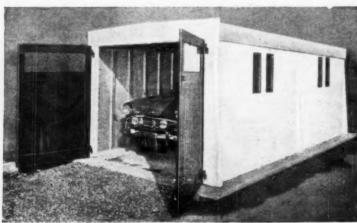
WHEN the good-looking brick-faced versions of the Batley concrete home garages were reviewed recently, we were informed that both Leofric and Godiya models could be extended in length by sections. We are now informed that only the Leofric can be so extended.

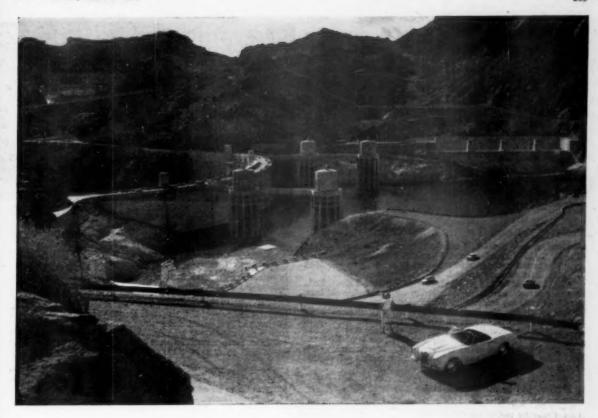
The address of Ernest Batley, Ltd., is

Holbrooks, Coventry.









TOURIST ATTRACTION in America—the Hoover Dam—formerly known as the Boulder Dam, which lies on the border of Arizona and Nevada. Scale is given to the scene by the cars seen down in the valley behind the parked Lancia

# Correspondence

#### Archie Scott Brown

Tribute from an Enthusiast. May one who has enjoyed watching Archie Scott Brown on several British circuits in the past few years express something of the sorrow all sporting motorists must have felt at the news of his death. What a popular, colourful, cheerful personality Archie was, and what a game driver—surely despite his handicap one of our best. Silverstone, Goodwood or Aintree can never be the same again without his yellow-striped green helmet to enliven the scene.

It is to be hoped that the loss to Brian Lister both of a good friend and a good driver will not halt the success story of the superb Lister-laguar.

Surbiton, Surrey.

D. B. BARTON.

#### Scent from the Boot

Onion Clue to Ventilation Problem? Driving my 1954 Ford Zephyr on a wet day with the windows closed, I opened the quarter light to provide a little ventilation whilst keeping out the rain. Within seconds the atmosphere was pervaded by a strong smell of onions, a parcel of which was being carried in the boot of the car. After clearing the atmosphere by running the heater unit for a short period, it was then switched off and the quarter-light re-opened—immediately the smell of onion returned. I had previously observed that cigarette smoke is sucked out of the car when the quarter light is open, but it surprised me to discover that under these conditions ventilation is via the boot.

This prompts the question of whether exhaust fumes could enter the car by the same route, since the exhaust pipe terminates immediately below the boot. Occasional complaints of car sickness by rear passengers might be explained in this way, as well as drowsiness experienced on long journeys. How much attention is given by car body designers to problems of this nature? The experience of other readers would be of interest. Manchester.

J. BRUCE.

#### A Car with a Finish

Tribute of a Rover Owner. I was most interested in H. B. Paten's description of the performance of his Rover 105S (25 April) and, having recently taken delivery of a 90, would like to mention a few of the finer points which go with any Rover product. Of the number of new cars that have passed through my hands, this Rover is by far the most "finished" machine I have been fortunate enough to have had. Whereas a full day can be spent, checking and tightening all bolts and fittings, the Rover check is really a waste of time as everything is tight; what fine supervision there must be at the factory.

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, Lendon, S.E.1.

# Correspondence

It is refreshing to find such thought given to small details— even to a small motif on each side that reflects the side light, and so warns the driver if one has failed, without him having to get out to check. The quietness is amazing—the noisiest part of the car is the overdrive switch, which makes a click when

One other great pleasure is to find a clean, dry spare wheel in its own special locker, removed with great simplicity, without unloading a boot full of luggaze, or performing with a handle to unwind a dirty wheel which is slung up under the rear of the body.

No first aid set is required to be carried, as there are no rough, sharp edges on the finish of the body, bonnet or boot, such as have been so noticeable on cars since the war.

Littlestone, Kent.

S. E. M.

Littlestone, Kent.

#### Pre-1916 Talbots

Request for Information. I am the enthusiastic owner of a 1912 Talbot 12/16 Veteran car and I am endeavouring to collect as much technical and other information as possible on pre-1916 Talbots built at Barlby Road, Ladbroke Grove, W.10.

May I appeal to any ex-employees of Clement-Talbot, Ltd., or other persons having any connection with these fine old cars, who may have any information of technical interest or otherwise, who may have any miormation of technical interest of otherwise, to contact me in order that this information may be made available to all owners of veteran Talbots. The whereabouts of any production blueprints, instruction manuals and the like would be of the utmost help. My own 1912 car is of 2.4-litres, and fitted with a two-seater touring body. Maximum speed is still over 60 m.p.h., with a petrol consumption of around

Worthing, Sussex.

F. M. WILCOCK.

[Letters will be forwarded.-ED.]

#### Battle of the Giants

VW Owners' Challenge. We, the members of the Chicago Volkswagen Owners' Club, have reached the end of our patience we can no longer tolerate the impossible remarks of the Morris Minor Owne;s' Club concerning the performance of our beloved cars. We would welcome the chance to prove the superiority of performance we enjoy.

ROBERT S. HEMPHILL, President, Chicago VW Owners' Club.

Morris Minors Ready. As members of the Midwest Centre of the Morris Minor Owners' Club, we have suffered in silence long enough. The innuendoes of the VW Club of Chicago concerning our wonderful automobiles must be answered forcibly. We feel our honour is at stake.

W. DANE HOOPER, President, Motris Minor Owners' Club.

To See Fair Play. At this writing the situation in Chicago To See Fair Play. At this writing the situation in Chicago has reached the point where all communications between the VW Owners' Club and the Morris Minor Owners' Club have collapsed. The Isetta Owners' Union, acting as a neutral, has been asked to arrange a gymkhana, so that the many insults on both sides can be avenged. This "Battle Of the Giants" will take place on Sunday, June 29, 1958, I p.m., at the lower level parking lot of the Evergreen Shopping Plaza, 97th Street, at Western Avenue, on Chicago's Southside. Our organization will act as referee. act as referee.

Chicago, U.S.A.

LOIS HARMON, Secretary, Isetta Owners' Union.

#### Training for Emergencies

An Idea from Flying Instruction. Pupils learning to fly have An Idea from Flying Instruction. Fugus learning to by have to learn how to counter the chief danger which they will meet, and I would like to suggest that facilities for drivers might be made available to gain experience of emergencies, if they wish. Part of the course for the Private Pilot's Licence (as you know, Mr. Editor, being yourself a pilot) consists of learning not only how to get a plane out of a spin, but also how to induce one. By this means the student fully understands the nature of the hazard, and is more able to control it and get himself out of an awkward situation should it arise.

Supposing the parallel phenomenon in a car to be a skid,



SHOWING THE FLAG in Poland next month will be a team of five specially equipped Standard Vanguard estate cars, which will transport the four gliders of Britain's team in the world gliding championships, and recover them at the end of their flights

would it not be helpful if drivers could get experience of this in driving centres like those run by the police, so that if such a thing did happen they would know how to react? Experience of a car out of control would give greater ability to keep it under control. Similarly, drivers could be taught how to corner properly and at speed. This might seem to encourage hair-raising driving and four-wheel drifts through Z bends, but surely most drivers at some time or another have entered a bend which turned out to be sharper than it looked, and wished to know what to do about it in order to keep to the left-hand side or at least to stay about it in order to keep to the left-hand side or at least to stay on the road.

I understand, perhaps mistakenly, that the safest men on the road are racing drivers; is this not mainly because they know

what to do in an emergency? Winfrith, Dorset.

T. BOUCHER.

#### Metropolitan Plus

He'd Like It With M.G. A Engine. I have a 1956 Nash Metropolitan which I have used with very much success on trips around the country, one to Maine, 4,000 miles, and Canada, one to Florida 2,500 miles, and the last trip, to Mexico via California, The car now has 37,400-odd miles on the ode-8,500 miles. meter.

I installed an Alexander Conversion in this car, with surprisingly beneficial results as to higher cruising speeds, pulling power and emergency passing speeds. I wish that B.M.C. could supply me with a M.G. A motor in this car when I buy my new

one in July. Audubon, New Jersey, U.S.A. CLARK CAFFERTY.

#### **Transmission Vibration**

Riley 11 and 21-litre Comparisons. I had a "blood brother" Riley 1½ and 2½-titre Compansons. I had a blood brother feeling on reading A. A. Townsin's letter concerning Riley transmission vibration (9 May). He may be interested to know that I, too, owned a 1947 1½-litre and changed up to a 2½ (albeit registered in September instead of November 1952).

On the earlier car, vibration was noticeable mainly in top gear

at just below 60 m.p.h. speedometer reading, and was not much improved when I had a reconditioned gear box and clutch fitted. The vibration decreased beyond 65 m.p.h., but since 55-60 m.p.h. was a natural cruising gait, I preferred to stay below the speed at which it set in. I was given to understand that the noise resulted from a vibration period in the engine, and was amplified by the torque tube enclosing the propeller shaft. This explanation must go by the board in the later models as the torque tube was discarded.

In my 2½-litre I have not been much troubled by vibration, but have noticed occasionally a rather different "gear box buzz" on the over-run at 40-60 m.p.h. This occurred only during certain long and fast runs last summer, and would seem to correspond with Mr. Townsin's trouble, but to a lesser degree. The clutch may be the clue, as mine is not "fierce" as he

finds his. Surely gear lever ball-joint looseness could be detected I hasten to add that these phenomena were in the annoying rather than the alarming category, and I heartily endorse the sentiments of many of your correspondents who bewail the

passing of these cars. A comparison of fuel consumption may be of interest to those

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my car was like a rain butt on wheels

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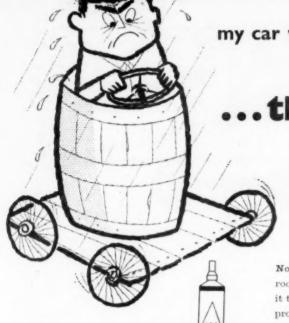
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# Correspondence

who hesitate to exchange a Riley 1½ for the 2½. Overall fuel consumption is down from 26.5 to 22.5 m.p.g., and is, in my opinion, a very fair exchange for the ability to cruise comfortably at 70 m.p.h. and for acceleration which is still unbeaten by most production saloon cars of up to  $2\frac{1}{2}$ -litres. One has the impression of donning seven-league boots on first driving the  $2\frac{1}{2}$ , and feels less of a sheep in wolf's clothing—a sensation which crept

up on me in my 13-litre!

It must be admitted that, because of its method of construction, the current price of a 2½-litre Riley would be prohibitive had it been continued. My main complaint is that no successor so far has met the needs of the same market, which is now catered for by Jaguar so far as the  $2\frac{1}{2}$  is concerned, and to some extent by the Magnette for the  $1\frac{1}{2}$ . The current Riley 1.5 is a travesty of what used to come behind a Riley nameplate, and the 2.6 should now give up the pretence and be a Wolseley or, better still, a "B.M.C."

Incidentally, can anyone explain why the Magnette engine can propel the Magnette at 88 m.p.h., while the same engine in the Riley 1.5, which weighs 400lb less, can reach only 85 m.p.h.? The Riley has more m.p.h. per 1,000 r.p.m. (18.5 as against 16.3) so one can only conclude that it is over-geared or has some air-

brakes permanently extended!

Could we please have a slightly lower "Magnette", with front "corners" visible from the driving seat, and with the option of a larger engine? Unless something of the sort comes along it looks as though I shall have to change my "brand", and your guess is probably the same as mine!

J. D. Evans, (Flt. Lt.). Embleton, Northumberland.

#### Car Driving as an Art

"Left Hand Down, Right Hand Down." I wonder if S. C. H. Davis is satisfied that the first paragraph on page 50 of his book correctly states which direction the back of a car follows when going in reverse with "right hand" and "left hand" down respectively? My car doesn't follow the courses outlined by the

Shoreham-by-Sea, Sussex. J. H. BROWN, M.B.E. The error was observed too late for correction when the book was published; it has been referred to more than once in these columns, and it will be corrected when the book is republished.

#### Semi-automatic

The Light of Experience. Referring to Mr. Sales' letter on semi-automatic transmission (9 May), for some time now this organization has been operating a number of A.55 and Standard Ten saloons with Manumatic transmission from our Irish branchest we are operating an appropriately 40 february of the control of the control

Ten saloons with Manumatic transmission from our Irish branches; we are operating approximately 40 of these as against 450 models with clutches. Here are a few observations:

Most garages, especially in the provinces, have had little experience of the system as yet. If something happens to the transmission—and we find that from time to time something does go wrong-then the motorist may have to get the car transported. to a distant garage, or a mechanic to the car. He is extremely lucky if there is an expert near at hand. But for the city motorist, assured of quick, reliable service, this semi-automatic system is quite a good proposition. In heavy traffic, involving much gear

changing, driving is easier and more enjoyable.

It is the policy of our organization to ensure that each of our It is the policy of our organization to ensure that each of our fleet is given a complete servicing every week. Yet, despite this fact, and taken all round, the Manumatic saloons have not proved completely satisfactory. Another point is that they rather fall between two stools—for Americans used to fully automatic transmission they do not fulfil the requirements, while they are, as yet anyway, not particularly popular with British or Irish motorists.

Dermot A. Ryan (Managing Director),

London, S.W.1.

Ryans Car Hire, Ltd.

#### Goggomobil-2.98d Per Mile

Statistics of a Year's Service. I have followed with interest the recent correspondence dealing with running costs of various cars, and I was moved to write to you by the remarks of Mr. A. Hodgson, of Preston, who asserted that he knew of no vehicle, other than his Ford Popular, which would cover 16,000 miles annually at a lower cost than 2.98d per mile.

My Goggomobil T.300 was purchased in May 1957, having done just 3,000 miles, at a cost of £465; my mileage after 12 months of motoring is 17,741. My expenditure has been recorded in the greatest detail, and the following figures may prove interesting:

prove interesting:

								£	8	d
Petrol and	oil	(60.4	m.p.g.)				**	52	18	. 4
Repairs				**		**		21	13	6
Servicing	* *	* *	* *	**	* *	**	* *	3	11	0
Insurance Tax		* *	* *	* *	**	**	**	12	10	10
Depreciation			**	* *	**	* *	* *	80	0	0
Depression	40.	**	**	**	**	**			-	_
						To	tal	181	2	

I carry out most of the minor servicing, and the figure quoted includes all greases, oil and polishes, as well as a set of metric spanners. Repairs have included five new tyres, making good a dented wing, renewal of clutch and speedo cables and some wheel below.

wheel bolts.

I do most of my motoring in this hilly county, much of it on indifferent surfaces, and indulge in restricted rallies. During the course of the year some seven or eight journeys of over 200 miles are made, and on these runs the car averages about 35 m.p.h. with my wife, baby daughter and a full load of luggage. The Goggo cruises quite happily at 45 m.p.h. and has put 38 miles into the hour with a full load.

It is noteworthy that, despite the high depreciation of Continental cars, their conomy, over a reasonable mileage, can more

nental cars, their economy, over a reasonable mileage, can more than offset the disadvantage of high first cost. Over, say, two or three years, the average depreciation would be much less

or three years, the average depreciation would be much less than the figure I have quoted.

Incidentally, I chose the Goggo purely on your Road Test, and my experience has endorsed everything your tester noted. If the Goggo 600 possesses the virtues of its forebear, then I for one will be hoarding my pennies until I can afford one, notwithstanding import duty.

Kenton, South Devon.

John D. Wallis.

#### Careless or Dangerous Driving

HERE the police propose to charge a motorist with careless driving or dangerous driving, notice of the intended prosecution is required by Section 21 of the Road Traffic Act, 1930, to be "served on or sent by registered post" to the driver within 14 days of the accident. days of the accident.

In the recent case of Beer v. Davis a Divisional Court was called upon to consider the question of what would constitute a sufficient service by registered post. this case 10 days after the accident a notice of an intended prosecution of careless driv-ing was sent by registered post to the address which the driver had given the police at the time of the accident. The poince at the time of the accident. The driver did not, in fact, receive the notice, because he was away on holiday at the time, and there was no one in his house to whom the registered letter could have been handed. The Post Office accordingly returned the letter to the police.

After the 14-day period required by Section 21 of the Act had expired, a police officer called on the driver at his home and personally served him with a second notice, explaining what had happened to the original notice

This service of the second notice, being out of time, since the 14 days had already expired, was clearly ineffective, and, if the prosecution was maintainable at all, it was necessary to establish that there had been effective service by registered post of the original notice.

In an earlier case ex.p. Rossi, 1956 2.W.L.R. 800—arising, however, under another Act—a similar problem had come up for determination before the Court of Appeal.

It was then held by that court that

for the purpose of proving service by registered post it was not enough to show that the letter was correctly directed, stamped and posted. It could be shown that the letter had never been delivered in that case, the necessary service would not have been effected. In accordance with this principle, the court held in Beer v. Davis that there had been no effective service, and that the charge against the driver had been properly dismissed on that ground by the magistrate.

This case, at the same time, prompts the query whether there would be effective service even where the registered letter was received by someone at the house of the driver, if the letter nevertheless failed to reach his hands because, for instance, he happened to have been away. It seems there would be no service in such circumstances.

#### Quick Tours of the Palace



VERY driver has his better days, and some their better circuits. This was certainly evident at last Monday's Whitsun meeting at Crystal Palace organized by the B.A.R.C., an afternoon of real racing rounded off by a terrific 25-lap final for formula 2 single-scaters (all Climax-powered), in which the race average was higher than the previous circuit lap record.

previous circuit lap record.

Favourite for the first 15-lap heat of this race on a rapidly drying course was Ivor Bueb, fastest in practice (79.68 m.p.h.) with C. T. Atkins' Cooper. However, Innes Ireland took the initial lead in Alan Brown's Cooper from Burgess and George Wicken in similar cars, very hotly pursued by Ivor Bueb's Lotus.

and George Wicken in similar cars, very hotly pursued by Ivor Bueb's Lotus.

By the end of lap 1, Burgess lay fourth, behind Bueb, who thereafter picked of lap 5. Wicken on lap 4, then Ireland on lap 5. Wicken, right back on form since his serious accident last season, pressed Ireland very hard, the two cars passing through South Tower bend almost parallel on one occasion.

Then, during the final lap, a front suspension wishbone breakage brought Ireland to a sad and premature standstill, and Wicken slipped over the line 6.4sec after Bueb. Incidentally, Les Leston's Lotus sounded sick despite an all-night rebuild, and he soon withdrew it; and Tony Marsh (Cooper) seemed a trifle overwhelmed and unable to defend his title to The Autocar Trophy.

title to The Autocar Trophy.

Heat 2 was run a little slower; it was notable chiefly for a fast, competent drive by K. Tyrrell (in Alan Brown's Cooper), who held a tenuous lead throughout from another Cooper driven by Tim Parnell—son of Reg—who showed unquestionable pomise of things to come. The new

In the final of the formula 2 race for the Crystal Palace Trophy, the winner, Ian Burgess in a Cooper-Climax, rockets through Ramp Bend with daylight beneath one front wheel

Parnell Equipe was in traditional pale blue, and reminded one of some of Reg's own many appearances at the Palace—his first in the mid-thirties.

Count Ouvaroff's green and gold Cooper held third place until a spin at half-distance put him out of the race. Thereupon Dennis Taylor moved up ahead of Kiwi Equipe's R. Moore—who beat A. J. Mackay, by less than a half-second, and fellow Kiwi R. Thackwell after a racelong tussle.

For the final, the fastest dozen from the two heats combined were chosen. Moore's gear box retired almost on the starting line, and Parnell made a spectacular exit from the fray on lap 3—fortunately without personal injury. Ian Burgess took the initial lead, driving to the limit of even a spectator's nervous endurance, with vicious drifts and his inside front wheel rarely touching terra firma on the bends.

Wicken, supremely stable and far less dramatic to watch, stole Burgess' lead for 13 of the 25 laps; then his motor became indisposed in the closing stages, where-upon Burgess regained the lead.

upon Burgess regained the lead.
Burgess, Wicken, Tom Bridger (in the British Racing Partnership's Cooper), B. McLaren (Cooper), and Bueb (Lotus), all dominated the race in a furious pack from start to finish—and each beat Salvadori's best-ever race average set up last June.

Wicken and Bridger shared honours for the new lap record of 1min 0.8sec. Who will "break" the minute—and when? Keith Hall, race and lap record-holder

Keith Hall, race and lap record-holder for the up-to-1,100 c.c. class at the Palace, pranged in practice. Once again all the contestants had Coventry Climax engines, and Alan Stacey (Lotus) achieved a remarkable tour-de-force by leading throughout in both his heat (the first) and the 15-lap final from Innes Ireland's Lotus—reaching the finish line in the final 18.6sec ahead of his rival. Les Leston was hugely enjoying lifs first day out as a Lotus driver in heat 1 (he also handled a Lotus in a formula 2 heat), and had progressed through the field to fourth position by lap 6 before losing ground in a spin.

ground in a spin.

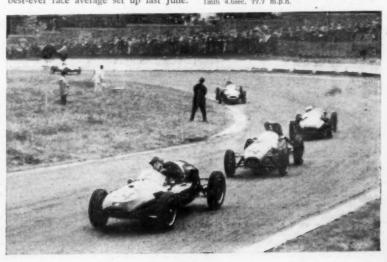
In the second heat, Chris Summers (Arden) had a grand tussle throughout with John Brown's Elva, beating him by a mere 0.2sec, but in the final was handicanned by a dren in power.

a mere 0.2sec, but in the final was handicapped by a drop in power.

In a 10-lap formula 3 race, Jim Russell (Cooper-Norton) soon equalled the 500 c.c. lap record while doing battle with T. Taylor's Beart Cooper; then there was an anxious moment at Ramp Bend when Taylor left the course and Russell lost several places. It was left to Tom Bridger to lead Don Parker over the line—the rest of the pack left far behind.

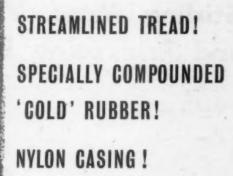
—The rest of the pack left far behind.

PROVISIONAL RESULTS (Lap dist.: 1.3 minus
Crystal Palase Trophy (Formula 2): Meat (1)
laps): 1 Lotus-Cilmax (I. Bueb). 15min 4.2c.
(T.83 m.p.h.; 2. Cooper-Cilmax (G. Wicken): 5
Cooper-Cilmax (I. Burness). Fastest lap: I. Bueb)
limin 2.4sec. 80.19 m.p.h. Heat 2 (15 laps)
1. Cooper-Cilmax (R. K. Tyrreil). 16min 12.4sec
Lotus-Cilmax (R. R. Tyrreil). 16min 12.4sec
Lotus-Cilmax (R. R. Tyrreil). 16min 12.4sec
Lotus-Cilmax (R. Burgesa). 25min 57sec. 80.3
m.p.h. (new race record); 2, Cooper-Cilmax (B. Tyrreil). 18
Fridger 10. Scoper-Cilmax (B. McLaren); 4
Fridger 10. Scoper-Cilmax (R. K. Tyrreil). 16min 12.5sec
lap: T. Bridger and G. Wicken, 16min 0.8sec, 82.
m.p.h. (new lap record). 25min 57sec. 80.3
m.p.h. (new lap record). 25min 57sec. 80.3
m.p.h. (new lap record). 15min 16min 18min 18min 19min 19min



Innes Ireland (24, Cooper-Climax), after an initial lead, followed Ivor Bueb (44, Lotus-Climax) until the last lap of heat I, formula 2 race; then a suspension wishbone broke

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2nd BRM - H. SCHELL 3rd BRM - J. BEHRA



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DRIVE IN WHERE YOU SEE THE BP SIGN



THE BP SHIELD IS THE SYMBOL OF THE BRITISH PETROLEUM COMPANY LIMITED

#### Fun of the Fair at Mallory Park

NTHUSIASTS who regularly attend Mallory Park may well wonder what form of entertainment, in addition to motor racing, they will be offered next at this likeable 1.35-mile circuit. Last Monday there was motor the best and by decelerations and the second which boat and hydroplane racing, both of which looked very wet and bumpy sports; waterskiing and, for the very young generation, personally propelled, gaily coloured craft. The hillside overlooking the course had the appearance of Hampstead Heath, and

only the roundabouts were missing. Nottingham Sports Car Club, which Nottingham Sports Car Club, which organized the meeting, was up agains some stiff competition as far as the entry list was concerned. Goodwood and Crystal Palace took their share, but nobody grumbled, it was a good day and the enclosures were packed. In the first race for sports cars up to 1,500 c.c. Lotus-Climaxes, with B. J. Cox's lone Elva-Climax, filled the starting grid and a great tussle developed between T. and a great tussle developed between T. Dickson, Lotus, and P. Ashdown in one of the works' Lotus, with the former gaining the advantage. M. V. Mackie startled everyone by spinning near the paddock entrance, but recovered well and

In the next event Ian Walker, Lotus
Elite, repeated his success at the previous
Mallory Park meeting; by the end of the first lap he was well in the lead, and he stayed there. This car is very fast and appears to handle extremely well. Peter Gammon tried manfully with one of the new Elva Couriers fitted with an M.G. engine, but he could not get near.

Those who had been to Mallory before put their money on Brierley's rather rough-looking Victoria-Climax in the next event, and they were not disappointed. This car may not look much but it does go-a lap at approximately \$1 m.p.h. is very creditable on this tricky circuit. D. Protheroe's Austin-Healey 100S is another car which almost knows its own way round, as it demonstrated by winning the 15-lap event for the larger models. P. Mould's Cooper-Jaguar led for three laps and then vanished, leaving another Cooper-Jaguar, driven by C. Murray, to fight it out with Protheroe. P. J. Sargent, Jaguar XK120 and A. Eccles, Lister-Bristol, were having a close fight farther back, ultimate victory going to the Jaguar as a result of a few feet gained at Shaws Corner.

The one Formula 3 event developed, as these races so often do, into several separate battles. There was no doubt about the leaders, P. R. Procter and S. Bloor, both in Cooper-Nortons. Bloor kept in front for the first five laps, and as they fought, the pair pulled so quickly ahead of the others that to keep a lap chart became a complicated business as first one man and then another was lapped by these two.

After the five hundreds, there was a 40-lap race for the 14 fastest finishers in the earlier 11 litre sports car events. This meant that Ashdown and Dickson were to meet again. Up to lap 25 Ashdown's green car was in the lead, with Dickson breathing down his neck all the way. Behind, going as hard as he could in

third place, was Brierley in the Victoria-

On the 26th lap Dickson got out in front and stayed there until nearly the end, when he slowed and coasted into the Brierley managed to hold paddock. second place in spite of running out of fuel within sight of the finish, and Lionel Mayman was foiled again, being shunted by another competitor near Shaws Corner. The meeting finished to the high-pitched buzz of Excelsior engines, as a group of Berkeleys took each other on for ten laps,

#### PROVISIONAL RESULTS (Lap distance 1.35 miles)

(Lap distance 1.35 mHce)

Sports ars up to 1.806 c.e. (10 laps). Heat t:
1. Lotus-Climax 1.097 (T. Dickson), 9min 34.4sec,
64.61 m.p.h.; 2. Lotus-Climax 1.097 (P. Ashdown);
5. Lotus-Climax 1.097 (C. G. Esrotts). Heat 1:
1.7 Victoria-Climax 1.097 (G. G. Esrotts). Senin
1.7 Victoria-Climax 1.097 (G. G. Esrotts). Senin
1.8 Lotus-Climax (G. M. Lonco). Pinal,
40 laps; Lotus-Climax 1.097 (P. Ashdown), 38min
5.2sec, 65.07 m.p.h.; 2. Victoria-Climax (J. C.
Brierley); 3. Lotus-Climax (C. G. Escott).

Sports cars ever 1.84 e.c. (15 laps): 1, Austin-Realey 1008 2.660 (D. Protheroe). 15min 48.6sec, 76.85 m.p.h.; 2, Cooper-Jaguar 5.442 (C. Murray); 5, Lister-Bristol 1.971 (J. Randall).

#### Scottish Rally-First Account

AT the time of going to press the Royal Scottish Automobile Club's Scottish Rally had been running for two days, starting from Glasgow on Whit Monday morning at 8 a.m. The column of 90 cars (less 4 non-starters) covered 285 cars (less 4 non-starters) covered 285 miles during the first day, finishing at Grantown-on-Spey, which was to be the base for the following four days' sorties. First test during Monday was a timed climb of Rest-and-Be-Thankful, where the

following best times were put up in the eleven classes:-

Touring Cars up to 350 c.s. (Gp. 1).—Isetta (A. Langford), 152.6sec; Goggonobil (C. L. Kinns), 147.4sec. Touring Cars up to 1.000 c.s. (Gp. 1).—Isetta (A. Langford), 152.6sec; Goggonobil (C. L. Kinns), 147.4sec. Touring Cars up to 1.000 c.s. (Gp. 1).—Sunbeam Rapier (J. D. Melvin), 86.6sec; Sunbeam Rapier (J. D. Melvin), 86.8sec; Sunbeam Rapier (J. Allen), 85sec. Touring Cars up to 2.000 c.s. (Gp. 51.—Suguar 2.4 (F. D. Kerr), 86.6sec; Ford Zodiac (W. Smart), 90.6sec. Touring Cars ver 2.000 c.s. (Gp. 1).—Jaguar 3.4 (G. H. Parkes), 76sec; Rover 1055 (J. F. Jaguar 3.4 (G. H. Parkes), 76sec; Rover 1055 (J. F. Ordonis Minor 1000 (T. B. Christie), 86.8sec; Pord Anglia (R. D. Maopherson), 89.4sec. Touring Cars up to 2.600 c.s. (Gp. 2).—Sunbeam Rapier (G. F. Lefevre), 86sec; Sunbeam Rapier (G. R. Hartwell), 86.6sec. Grand Touring Cars up to 3.000 c.s. (Gp. 2).—Mill. A (N. L. Patterson), 80.4sec; Alia Romeo (E. P. Foden), 81sec. Grand Touring

Cars up 15 2.600 s.s.—Triumph TR5 (D. M. Bertram). 75sec; Triumph TR2 (W. J. Reil). 75sec. Grand Teuring Ears over 2.600 s.s.—Jaguar XK120 (H. A. Meikle), 74.6sec; Jaguar XK150 (W. L. Sleigh, 76.6sec).

The second test involved a most spectacular dash across a couple of water splashes in quick succession, braking spiasnes in quick succession, braking astride a line after each. Immediately after this came the third test, a timed restart from a dead engine on a very steep gradient. This brought very few competitors the five marks bonus for getting clear within five seconds.

#### Books Received

Shell Guide to Trees, by Geoffrey Grigson. ublished by Phœnix House, Ltd., 38, William 7 Street, Charing Cross, London. Price 7s 5d.

Twelve exquisite plates from paintings by S. R. Badmin illustrate this addition to the Shell Guide series; they depict typical countryside scenes through the months of the year with the accent, of course, on the variety of trees to be seen and identified. Each plate has an indexed miniature to which the explanatory text by Geoffrey Grigson refers.

Morris Cars, by T.B.D. Service. Published by C. Arthur Pearson, Ltd., Tower House, Southampton Street, Strand, London, W.C.2. Price 10s 6d.

This, latest in a car maintenance series, is intended as a practical guide to repair and maintenance of Morris models from 1934 onwards; it is an ambitious targetthe engine data pages alone list 33 power units—but it succeeds quite well, though of course engine repair work is confined

almost entirely to top overhaul. The book is broken up into sections dealing with groups of major components in turn, and a copious index also helps in tracing in-formation about a particular model. The formation about a particular model. The book covers so wide a field that it is of more value to the service mechanic than to the private owner of a particular model.

Wolseley Cars, by D. V. W. Francis, published by George Newnes, Ltd., Tower House, Southampton Street, London, W.C.2. Price 108 6d.

A new volume in the Pearson's motor car maintenance series, this is an excellent guide to the owner of a Wolseley car from 1936 models to the present day—who wishes to carry out his own maintenance and repair. Wolseley cars have incorporated sufficient departures from the conventional to make such a book of particular value to those who do not possess a handbook or workshop manual.

Ford "New Anglia" from 1953, by Ellison Hawkes. Published by Cassell and Co., Ltd., 35, Red Lion Square, London, W.C.1. Price is 6d.

Latest in the Cassell Motoring Series is this useful 224-page volume which describes maintenance and minor overhaul of the "early" and "current" model Anglia; it is divided into sections, each dealing with associated groups of compo-nents, and there is an ample index which makes simple the tracing of any required item of information.

The Book of the Lambretts Motor Scotter. Published by Sir Isaac Pitman & Sons, Ltd., Pitman House, Parker Street, London, W.C.2. Price 75 6d.

A very thorough and informative instruction handbook for Lambretta owners, covering all models, except the "48," with an additional chapter on touring with a scooter.



# The Sport

PETER GARNIER



CHAMPIONSHIPS DRIVERS'

LENGTH PROBLEM

ECOSSE MONZA CAR

"IF ONLYS" about the Dutch G.P. were confined primarily to the organiza-A grande epreuve starting half an hour late for no apparent reason, practice times not being available until nearly an hour after practising finished—and then only called out to the waiting crowd from the top of some steps, and a com-plete absence of flag marshals; all these things are not fitting at an event of this

The drivers' world championship takes The drivers' world championship takes on a rosy colour, however. I calculate that Moss has moved up to first place with 17 points (eight before last Monday's race, eight more for his win and one for the fastest lap), Musso drops to second place with the 12 points he had previously, Schell is third with nine (includation). ing fastest lap in the Argentine and two at Monaco), Trintignant is fourth with eight, and Hawthorn fifth with his previous five plus two from Zandvoort making seven points. Behra is sixth with six points and Fangio and Collins are equal seventh with four each.

IN THE WORDS OF the F.I.A.'s official communique received on 11 October last "Les courses du Championnat du Monde devront avoir une longeur minimum de 300 km et une durée minimum de 2 heures (au lieu de 500 km ou 3 heures, comme precédément)": in the original text, the words "et" and "ou" are underlined—presumably to emphasize the distinction between "and" and "or." From this it is perfectly clear that the counting events for this year's World Championship must have a minimum length of 300 km and a minimum duration of 2 hours (instead of last year's 500 km or 3 hours). One or two race organizers have taken pains to comply with both these requirements: it is known that John Eason Gibson, of the B.R.D.C., has gone to great trouble to ensure that both these requirements will be complied with in the British G.P.

However, the Belgian G.P. at Spa on 15 June—which at the same time has the distinction of being the European G.P.—is, according to the regulations, to be run over 24 laps of the 14.12 km (8.76-mile) circuit. This complies with the minimum-of-300 km ruling, as the race distance will be 338.88 km (210.24 miles); but, in view of the fact that Masten Gregory's 3.8-litre Lister-Jaguar won the car race a couple of weeks ago at over 121 m.p.h., the duration of the race won't be anything like the 2-hour mini-It will, in fact, be something like one-and-three-quarter hours; as the race is due to start at 4 p.m., it will finish at about 5.45 p.m.

Apart from the remarkable state of affairs whereby the F.I.A. ruling can apparently be ignored, this could give an unfair advantage to those who have spotted the discrepancy. For example, a chap who has studied only the F.I.A. rules for 1958 might easily start the race with an extra, and unnecessary 50lb or so of fuel in his tank, in preparation for a 2-hour race; on the other hand, someone who had studied the Belgian regulations and spotted the discrepancy in duration, could

start with that much less fuel, and an

obvious weight advantage.

In the absence of M. de Haarlez,
General Secretary of the R.A.C., de
Belgique, who is sick, his deputy can say no more than that it must be a misprint—that the F.I.A. really meant 300 km or 2 hours, in the same way that it used to be 500 km or 3 hours—and, anyway, it's the spirit of the regulations that they're concerned with, not the letter. However, it is not a misprint, nor a misinterpreta-tion in the English translation: it is the French text, issued by the F.I.A. them-

The Monaco Grand Prix, a fortnight ago, was over 100 laps of the 3.14 km circuit—314 km; and the race duration for Trintignant's winning Cooper was 2hr 52min 27.9sec; the race distance of the Argentine G.P. in January was 311 km, and Moss' Cooper took 2hr 19min 33.2sec. Some organizers, at least, are complying with the regulations.

DAVID MURRAY has completed his special single-seater car for the Monza 500-mile race on 29 June, and it has left for practice at the track. It is powered for practice at the track. It is powered at present by a 3.4-litre Jaguar engine, but this will be replaced by a 3.8-litre unit for the race; the car will be driven by Jack Fairman and the maximum speed expected to be 200 m.p.h.

The special chassis has been made by Brian Lister and the three-piece body, which is very monoposto and envelops the driver up to shoulder height, was made in Scotland. Engine is offset to the left and the driver to the right of the centre line. Dunlop disc wheels (17in dia)

Seen at Zandvoort-air scoop for the front disc on the Vanwalls, and the new Dunlop R5 tyres used this year

and disc brakes are used at the front, with wire wheels (18in dia), inboard discs and de Dion axle at the rear. Special tyres to suit the track and high speeds have been developed by Dunlop.

INDIANAPOLIS QUALIFIERS at the time of going to press are given below, with Dick Rathmann's McNamara Special in pole position with a speed of 145.97 m.p.h. Ed Elisian, in a John Zink Special, broke the lap record at 146.51

Special, broke the lap record at 146.51 m.p.h., the previous record of 146.06 m.p.h. being by Flaherty in 1956.
McNamara Special (Dick Rathmann); John Zink Special (Ed Elisian); John Zink Special (Ide Elisian); John Zink Special (Jimmy Recee); Bowes Seal Fast Special (Bob Veith); Sumar Special (Pat O'Connor); Gearhardt Special (Johnie Parsons); Belon AP Special (Jimmy Bryan); Bowes Seal Fast Special (Johnny Boyd); Jones and Maley Special (Jack Turner); Wolcott Special (Rodger Ward); Dean Van Lines Special (A. J. Foyt); Bob Estes Special (Don Freeland); Novi Auto, Air Cond. Special (Paul Russo); Chapman Special (Billy Garrett); City of Daytona Special (Paul Goldsmith); Hoyt Machine Special (Gene Hartley); Hall-Mar Special (Dempsey Wilson); Federal Engineering Special (Bob Christie).

LAST MONDAY'S formula 2 race at LAST MONDAY'S formula 2 race at the Crystal Palace, which was run with two 15-lap heats and a 25-lap final, has not affected the first three places in *The Autocar* Formula 2 Championship, the present leaders being Brooks with 17 points, Lewis-Evans with 12, and Hill with eight. However, Burgess' fine drive at the Palace has brought him up to fourth position with seven points. Leston is still fifth with five, Bridger sixth with four and a half, Brabham and McLaren equal Bueb and Russell both now seventh have one point, and Wicken a half. This was the third qualifying event for the Championship.

SHELSLEY WALSH on 7 June promises a keen tussle for the hill-climb championship, with all the current contestants enchristie, Reg. Phillips, E. P. Scragg, D. Henderson, J. T. Stuart, W. F. Moss, Chris Summers and the leader at present, Incidentally, this D. Boshier-Jones. meeting, which begins at I p.m., is the last to be organized by Leslie Wilson before he retires from the secretaryship of the Midland Automobile Club.

BRIEF NEWS from Chimay shows that the Grand Prix des Frontieres on 25 May won by Brian Naylor driving his I.B.S.-Maserati. The Swedish driver Fast, in a 1,500 c.c. Osca, held the lead for 11 laps and finished second and Blum-mer's 1,500 c.c. Lotus-Climax was third.

AS ANNOUNCED in this column last week, the U.S.A.C. has formed a professional sports car racing division, and the strictly non-professional Sports Car Club of America has received many requests from members for a statement of the S.C.C.A.'s future policy. Officials say that the Club's attitude towards professionalism remains unchanged and that no statement is necessary. It was founded as an amateur Club,





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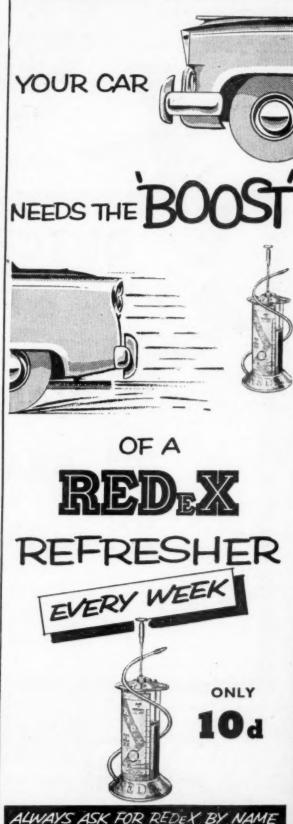
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#### The Sport

interested in the "preservation and opera-tion of sports cars, to act as an authentic source of information therefore, and to provide events for those cars and their owners." This policy has not changed, owners." This policy has not changed, they say, and, after making a study of the current proposals, have decided to continue to reject professional racing as not being in the best interests of the Club. The statement goes on to say: "Experiments with professionalism on the Coast have proven highly unsatisfactory to those attempting it, and furnish no new evidence to support the view that its introduction into the Club would benefit the members. Those few drivers who have gained sufficient skill and experience under the S.C.C.A. system of amateur racing to advance to the International scene are of course free to make national scene are, of course, free to make their own choice.

It's a little difficult to see why it should prove so unsatisfactory in the States and so satisfactory in Europe, but the S.C.C.A. retains its amateur status.

ASTON MARTIN team drivers for the ASTON MAKTIN team drivers for the Nurburgring 1,000-km sports car race on Sunday will include the American Carroll Shelby as the sixth member. As mentioned last week, the other drivers are Moss, Brooks, Salvadori, Brabham and Lewis-Evans, and the three cars are DBR1-300 models. The team will be eager to repeat their victory in this event last year, when it was won by Tony Brooks and Cunningham-Reid.

#### Club News

Lindsey A.C.—The results of the Drury-Spreckley Trophy rally held on 11 May were as follows:-

as follows:

1. Austin A.50 (E. B. Buckley), 3 points lost;
2. Ford Consul (E. Harris), 4; 5, Sunbeam-Talbot (W. Wildbore), 9.

Worcestershire M.C.—The Spring rally was held on 11 May and the results were as

Sest Performance: Morgan Plus Four (W. A. G. Goodall and D. Moore), 34 penalty marks. First elass awards, open: Triumph TR2 (R. H. Dilliows and J. de Blaby), 41.6; eleged: Austin A.55 (P. Ward and G. H. J. Williams), 65. Second class award: Austin A.50 (M. J. Grimsley and D. Fisher), 68.7.

Sheffield and Hallamshire M.C.-The Annual Pocket rally was run over a course of 80 miles on 18 May. The results were as

Novice class: 1, Standard Vanguard (R. H. Thorpe), 525 marks lost; 2, H.R.G. (G. S. Morewood), 539. Expert class: 1, Morris Minor 1000 (C. A. Beresford), 25 marks lost; 2, Volkswagen (H. L. Holder), 54.

Harrow C.C.—The results of the Moss Trophy rally held on 17-18 May were as follows:— Mess Trophy: Ford Anglis (M. Templeman and

#### COMING SHORTLY

- MAY 30.—Indianapolis 500 miles race, U.S.A. 31.—Veteran C.C., Calne Rally, The Green, Calne, 12 noon. 31.—Jaguar D.C., Educational rally, Clayton-

- 31.—Jaguar D.C., Educational temples in June 1988.

  11.—Jaguar D.C., Educational temples in June 1988.

  12.—Jaguar D.C., Educational temples in June 1988.

  13.—June 1988.

  13.—June 1988.

  14.—June 1988.

  15.—June 1988.

  15.—June 1988.

  15.—June 1988.

  16.—June 1988.

  16
- Snetterton meeting.
  -B.A.R.C., Firle speed hill climb, 1.30
- p.m. South Wales A.C., Castel hill climb, 2.30
- p.m. Healey D.C., driving tests, Denham, 11
- a.m.,
  Allard O.C., Photographic rally,
  Chequers Hotel, Slangham, Sussex.
  Volkswagen O.C., rally, Warren House
  Inn, Forest Road, near Wokingham, 11
- Nurburgring 1,000 km race, Germany. Midland A.C., Shelsley Walsh hill climb,
- i p.m. Eight Clubs, Silverstone meeting, 11.30
- Eight Clubs, Silverstone meeting, 11.3u a.m., Paristol M.C. and L.C.C., rally for veterax and Edwardian cars, Rumsey's Garage, Cloucester Road, Bristol, 2 p.m., Lancashire and Cheshire C.C., Oulton Park meeting, 11.30 a.m., Brighton and Hove M.C., Brighton motor rally and Concours d'Elégance.

  —Eastbourne and District M.C., Rally of the Downs, Lewes, Sussex, 9 p.m., B.A.R.C. (N.W. Centre), North Wales rally, Horsman's Garage, on A550, Queensferry, 12 midnight.

  East Surrey M.C., Treasure Hunt, Sutton, 2 p.m.

- 8.—East Surrey M.C., Frestite Funt, Sutton, 2 p.m.

  8.—Bugatti O.C., Prescott hill climb, 1.30 p.m.

  8.—Association of North Eastern and Cumberland C.C., Catterick hill climb, 2.15
- p.m. A.C., driving tests, Rivenhall airfield, 2 p.m. B.R.S.C.C., Brands Hatch meeting.

  European Grand Prix, Spa, Belgium.

J. Templeman). Cuilen Cup: M.G. A (Mrs. P. For-sier and Mrs. L. M. Still). First class award: Morris Minor 1000 (Mrs. J. Barker and P. E. Still, Scoond class award: M.G. Magnette (Miss P. Moss), Standard (S. Seager).

Edinburgh University M.C.—The results of the Murray Cup rally held on 11 May were as follows:—

1, Jaguar Mk. VII (J. C. Gould), 470 penalty points; 2, Ford Anglia (R. A. Donaid), 650; 3, Simca (G. Kidd), 650; 4, Morris Minor (A. Ram-say), 1,150

B.A.R.C. (S.W. Centre).—The results of the Dean Farm Autocross held on 11 May were as follows:—

were as follows:—
Class I: Renault Dauphine (S. D. Silverthorne).
Imin 55.2sec; Glass II: Volkswagen (P. V. Conolly).
Imin 55.6sec; Glass III: Riley-A.C. (B. S. Palmer).
Imin 55.4sec; Class IV: Ford Zephyr (P. J. Harris).
Imin 55.4sec; Class VI: Ford Special (P. G. Cooper).
Imin 45.6sec; Class VII: A.C. Ace (J. E. R.
Cleaver). Imin 45.6sec; Class VIII: Asson Martin
(A. M. Park). Imin 50.6sec; Best Time et Day:
Morgan Plus 4 (T. W. J. Bryant). Imin 49.esec.
Novise Award: A.C. Ace (J. Anstia), Imin 45.esec.

Oxford M.C.-Results of the fourth Walter

Uxford M.C.—Results of the fourth Walter Rally, held on 17-18 May, are as follows: Outright winners: Standard Ten (J. M. Gran-ville), 180 marks lost. Navigater's award: D. C. Witta. Glass A award: Standard Ten (P. R. Stuck). 180 marks lost. Glass B award: Hillman Minz (W. T. Alden), 200. Novices' award: Triumph Th2 (E. O. Godman), 620

#### RACE AND RALLY REGULATIONS RECEIVED

750 M.C., Club Lotus and 250 M.R.C.—Trio race meeting, Brands Hatch Circuit, 29 June, 1.30 p.m. Events for 250, 750 and 1172 Formula cars, sports and saloon cars. Entries (fee £1 10s for first race and £1 for additional races) to Secretary, Club Lotus, 347, Goswell Road, London, E.C.I. Entries close 6 June (accepted to 13 June at double entry fee).

S.U.N.B.A.C.—Mallory Park race meeting, 14 June. Events for sports, saloon and racing cars. Entries to J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, by 4 June. Entry fees, first race £1 10s, additional races £1.

Chester M.C.—Spring trial meeting, Summers Drive, Queensferry, 21 June. Events for aports and racing cars. Entries to E. Damadian, Rose Dale, Marlborough Crescent, Grappenhall, by 9 June. Entry fee £1 5s first entry, £1 additional races.

250 M.R.C.—Race meeting, Snetterton, 3 August. Events for sports, saloon and racing cars. Regulations from L. F. French, 30, Monks Avenue, New Barnet, Hertfordshire.

M.C.C.—High speed reliability trials, Silverstone, 28 June. There will be half-hour trials, 5 and 10 lap scratch races for cars. Entries to W. T. F. Kelland, 29, Great Bushey Drive, Totteridge, London, N.20, by 9 June. Entry fees, £2 for trials, £1 10s each for handicap and scratch races.

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The new Corvette was among the Chevrolet cars displayed recently in the Upper St. Martin's Lane London showrooms of British and Colonial Motors, Ltd., during a special show. Attendance was heavy and, while the Corvette has gone, the Bel Air saloons and the Impalas are still on view Attendance was

#### Trade and



#### Industry

Motortune, Ltd., of Jay Mews, Kensington Gore, London, S.W.7, have been appointed agents for the G.M. Carburettor Co., of Knutsford, Cheshire; they stock GM modifiers and Mangoletsi manifolds.

The St. Olave's Service Station, 271-281, Tooley Street, London, S.E.1, has recently been opened. It is a branch of Tower Bridge Garage (Engineering), Tower Bridge Garage (Engineering), Ltd., of Tower Bridge Road, London, S.E.1.

Mr. George Potts and Mr. C. H. R. Mr. George Potts and Mr. C. H. R. Warner have been appointed directors of Edward Joy and Sons, Ltd., of Leeds, manufacturers of Filtrate oils. Mr. Potts has been the company's chief chemist for some years, while Mr. Warner has been engaged in the motor-cycle division of the company. company.

Mr. Sam Alper, managing director of Alperson Products, Ltd., of Newmarket, is on a visit to Sprite caravan distributors and agents throughout most of the European countries. He hopes to discover and settle problems which are peculiar to cer-tain export markets. Currently 41 per cent of Alperson production is exported.

Jaguar service weeks will be held commencing on the following dates: 2 June, W. E. Sturgess and Sons, Ltd., Leicester; and Henlys (Bournemouth), Ltd., Bournemouth. 9 June, C. H. Truman and Co., Ltd., Nottingham; and A. J. Beal, Ltd., Exeter. 16 June, George Kidd Motors, Leamington Spa; and Western Motors (Bristol), Ltd., Bristol. 23 June, Nortons (Cardiff), Ltd., Cardiff; and P. Pike and Co., Ltd., Plymouth. 30 June, Morsmith Motors, Ltd., Swansea; and Coombs and Sons (Guildford), Ltd., Guildford.

death is recorded with regret of Mr. Alfred Goad, for many years Lon-don representative of Abingdon King Dick, Ltd.

Mr. Arthur E. C. Drake, C.B.E., is appointed to the board of British Petroleum Co., Ltd., as from 1 July, 1958. He replaces Mr. Robert Gillespie, C.B.E., who has decided to retire at the end of June.

New premises for car sales are being opened by Mayday Motors, Ltd., of Thornton Heath, Surrey, at 454-456, London Road, Croydon, Surrey. The new premises are based on a popular American design, having a roof to give protection to the cars, staff and customers, while leaving the front open to encourage casual inspection. The site includes a modern office block and large forecourt. Expansion is planned. The company are Dodge distributors and Ford and Standard dealers.

Tests have been carried out of the self-Tests have been carried out of the self-setting Metolux body repair mix made by M.G. Plastics Sales, 9, South Molton Street, London, W.I. Fine metallic powders are mixed with synthetic resin, forming a stiff paste. Body damage is easily filled. The bonding of the substance to clean metal is very good; it sets evenly to a hardness which was judged to be greater than that of tin; and it is easily worked by glasspaper, files, or Surform tools. There is no brittleness, and it is petrol-proof. It is claimed to withstand temperatures up to 450 degrees F, making possible radiator and other repairs which must withstand considerable pressure. The standard pack, 3½lb, about 70 cu in of material, costs £2 11s to traders. The industrial pack, 13½lb, 300 cu in, is £9 10s.

#### NEW CAR PRICES

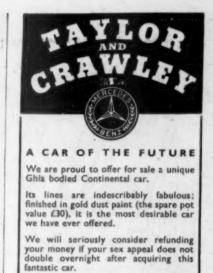
(Continued overleaf)

U.K. List Price . With Tax

U.K. List Price . With Tax

U.I	C. List	P	rice	· Wit	h 7	Tax	
A.C. Ace	£	8	d		3 7	d	D.B. Rally HBR S
Ace-Bristol	1 447	i n		2.165	17	0	DELLOW
Aceca	1,446	0	0	2,170	7	0	Mark VI
Aceca-Bristol ALFA ROMEO	1,700	0	0	2,551	7	0	Mark VI sper
Giulietta .	1,278	0		1,918	7	0	Fixed-head
Giulietta TI Giulietta Veloce	1.395	. 0		2,093	17	0	Four-door sal Universal es
1900 Super	1,798	0		2,498	17	0	100 fixed-he
Super Sprint	2,250	0	0	3,376	7	0	DODGE
Palm Beach (Ford)	1.050	0	0	1,576	7	0	Custom Roy
Palm Beach (laguar)	1,050	0	0	1,951	7	0	Pacer-four-d
Gran Turismo ALVIS	1,700	0	0	2,551	7	0	Corsair Citation har
Sports saloon 3-litre	1,995	0		2,993	17	0	FACEL VE
Convertible	2,195	0	0	3,293	17	0	FVS hardtop
AMBASSADOR Super 4-door	1,630	0	0	2,446	7	0	(automatic)
Estate car	1,725	0	0	2,588	17	0	Atomota
Custom 4-door Country estate car	1,700	0	0	2,551	7	0	Electron Min
ARMSTRONG SI	DDELE	Y					FIAT
Sapphire 346	1,100	0	0	1,651	17	0	500 de luxe
(automatic) Limousine	1,195	ő	ő	2,000	7	ő	600
(automatic)	2,099	0	0	3,149	17	0	Convertible
ASTON MARTIN	2,050	0	0	3,076	7	0	Multipla 4/5 Multipla 6
Drop-head coupé	2,300	0	0	3,451	7	0	1100
ASTRA Utility	308	0	0	471	16	0	1200 Full Light 1400B
AUSTIN				1			19008
A.35 2-door	379 387	15	0	569 582	17	0	1900B Full Li
2-door de luxe A.35 4-door	396	10	0	596	2	0	Popular
4-door de luxe	400	0	0	601	7	0	Anglia
Countryman A.55 Cambridge	444 538	0	0	808	7	0	Anglia de lux
A.55 de luxe	570	0	0	856	7	0	Prefect de lus
A.95 Westminster A.95 de luxe	689 719	0	0	1,034	17	0	Escort
Countryman	834	0	0	1.252	17	0	Squire Consul
A.105	823	0	0	1,235	17	0	Consul de lux
(automatic) Vanden Plas	885 982	10	0	1,329	12	0	Convertible Estate car
(automatic)	1,045	0	0	1,568	17	0	Zephyr
Gipsy	650 755	0	0	650 755	0	0	(automatic)
(diesel)		v	v	/33	U	0	Convertible Estate car
Sprite	455	0	0	678	17	0	Zodiac
BENTLEY	817	0	0	1,226	17	0	(automatic) Convertible
Series S	3,695	0	0	5,543	17	0	Estate car
L.W.B. Freestone and Webb	4,595	0	0	6,890 7,781	17	0	FORD (Am Thunderbird
Hooper	4,990	0	0	7,486	7	0	FORD (Car
H. J. Mulliner	5,455	0	0	7,486 8,183 7,373	17	0	Custom 300 Fairlane 500
James Young Continental		0	0		10	0	500 Town Vic
H. J. Mulliner	5,275	0	0	7,913	17	0	Ranch Wago
Four door Park Ward	5,355 4,995	0	0	8,033 7,493	17	0	FORD (Ger
BERKELEY				1			15M
Two-seater 328 c.c. 492 c.c.	332	7	4	490 573	19	3	FRAZER N Gran Turism
Hardtob	397	14	7	597		11	Sebring
B.M.W.	1.430	0	0	2 450	7		GOGGOM
501 2.6 502 2.6	1,638	o	0	2,458	7	0	T.300 T.400
502 3,2 502S 3.2	1.970	0	0	2,956	7	0	TS,300
502S 3.2 503	2,165	0	0	3,248 5,251	7	0	Convertible TS.400
BORGWARD							Convertible
Isabella	830 880	0	0	1,321	7	0	Minx II Specia
Estate car Touring sport	950	0	Ö	1,426	7	0	Minx II de lux
TS coupé	1,330	0	0	1,996	7	0	Convertible
BRISTOL 405	2,390	0	0	3,586	7	0	Estate car Husky
Convertible	2,450	0	0	3,767	7	0	HUMBER
BUICK					19		Hawk
CADILLAC	2,175	0	0	3,263	17	0	(automatic) Estate car
6309 Fleetwood	3,425	0	0	5,138	17	0	Touring limous
6239D sedan de ville CHEVROLET	3,125	0	0	4,688	17	0	ISETTA (Ge
Bel-Air	1,410	0	0	2,116	7	0	600
Sport	1,440	0	0		7	0	JAGUAR
Convertible Nomad estate car	1,555	0	0	2,333	7	0	2.4 Special equip.
Corvette	1,906	0	0	2,860	7	Ö	3.4
CHRYSLER 300C	2,740	0	0	4,111	7	0 .	XK 150 hards (automatic)
Convertible	2,960	0	0	4,441	7	0	Special equip.
Imperial *	2,885	0	0	4,328	17	0	Convertible
CITROEN	3,045	0	0	4,568	1.7	0	Roadster Mark VIII
2 c.v.	398	0	0	598		0	(automatic)
ID19	998 1,150	0	0	1,498		0	JENSEN 541
DS19							541 de luxe
DAIMLER						m.	541 R
One-O-Four	1,595	15	4	2,395		0	
	2,795	15 15 15	4	2,395 4,195 4,315	0	0	Interceptor

U.I	C. Lis	P	rice	· Wit	h:	Tax
D.B. Rally HBR S DELLOW	£ 1,299	5 2	d	£ 1,950	5 0	d
Mark VI Mark VI sports	575 625		0	862 938	17	0
D.K.W. Fixed-head coupé	765	0	0	1,148	17	0
Four-door saloon Universal estate car	798 830		0	1,198	7	0
100 fixed-head coupé DODGE			0	1,276	7	0
Custom Royal EDSEL	2,040	0	0	3,061	7	0
Pacer-four-door Corsair	1,635	0	0	2,453 2,987	17	0
FACEL VEGA	2,100	10	0	3,152		0
FVS hardtop (automatic) FAIRTHORPE	3,150 2,980	0	0	4,726	7	0
Atomota Electron Minor	426 479		0	640	7	0
FIAT	769	0	0	1,154	17	0
500 de luxe 600	350 370 432	0	000	526 556 649	777	0
Convertible	452 532	0	0	679	7	0
Multipla 4/5 Multipla 6	540	0	0	811	7	0
1100 1200 Full Light	578 798	10	0	1,199	2	0
1400B 1900B	774 980	0	0	1,162	7	0
1900B Full Light FORD	1,385	0	0	2,078	17	0
Popular Anglia	295 380	0	0	443 571	17	0
Anglia de luxe	400	0	0	601 623	7	0
Prefect Prefect de luxe	438	0	0	658	7	0
Escort Squire	434 463	0	0	652 695	7	0
Consul de luxe	545 580	0	0		7	0
Convertible	660	0	0	991	7	0
Estate car Zephyr	760 610	0	0	1,141	7	0
(automatic)	725 778	0	00	1.088	17	0
Convertible Estate car	825	0	0		17	0
Zodiac (automatic)	675 790	0	0	1,013	17	0
Convertible	873 895	0	0		17	0
Estate car FORD (American)						
Thunderbird hardtop FORD (Canadian)	2,133	10	0	3,201	12	0
FORD (Canadian) Custom 300 Fairlane 500 Town	1,307	0	0		17	0
500 Town Victoria	1,409	0	0	2,144	17	0
Ranch Wagon FORD (Germany)	1,362	0	0	2,044	7	0
12M 15M	702 763	0	0	1,054	7	00
FRAZER NASH Gran Turismo	2,500	0	0	3,751	7	0
Sebring GOGGOMOBIL	2,500	0	0	3,751	7	o
T.300 T.400	329	0	0	494	17	0
TS,300	342 416	6	0	625	7	0
Convertible TS.400	458 428.	0	0	688	7	0
Convertible HILLMAN	471	0	0	707	17	ō
Minx II Special	498	0	0	748	7	0
Minx II de luxe Convertible	529 598	0	00	898	7	0
Estate car Husky	625 465	0	00	938	7	0
HUMBER					7	
Hawk (automatic)	955	0	0	1 433 1	7	0
Estate car Touring limousine	975 920	0	0	1,463 1	7	0
Touring limousine ISETTA (Gt. Britain	232	8	5	349 1		
300 600	319	Ô	0		7	6
JAGUAR 2.4	996	0	0		7	0
Special equip. model 3.4	1,019	0	0	1,529 1	7	0
XK 150 hardtop	1,175	00	0	763 1	7	0
(automatic) Special equip, model	1,292	0	0	1.939	7	0
Convertible Roadster	1,195	0 Ex	10-01	t only	7	0
Mark VIII	1,219				7	0
(automatic) JENSEN	1,331	0			7	
541 de luxe	1,435	0	0	2,153 I 2,626	7	0
541 R Interceptor	1,750 1,910 1,800	0	00	2,626 2,866 2,701	7	0
LAGONDA			- 1			0
3-liere	1,995	0	0 1	2,993 1		9



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42a SOUTH AUDLEY STREET, W.1
(Entrance Adams Row)

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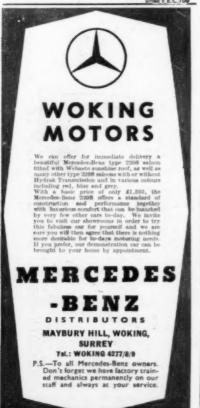
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AMAL LTD . HOLDFORD ROAD . BIRMINGHAM &





#### NEW CAR PRICES

U.K. List Price . With Tax

U.K. List Price . With Tax

			_		_		_				_	_	
LANCIA Appia Series II	1,12	5 (	0 0	1,66	8 1	5 6 7 6 7 6		Rambier (cont.) Estate car Custom	1,37	5 0 0		2,06	3 1
turelia Gran Turisn Iaminia	2,50				1	7	-1	Estate car	1,44			2,16	
INCOLN apri	2,60	0 0				7 (	- 1	RENAULT 750	43	7 0		65	6 1
remière ontinental hardtop	2,86	9 10				2 (	- 1	(Ferlec clutch)	530			79	6 4 1
DYD				1			- 1	Frégate de luxe Domaine estate car	89-			1,34	3
600 600 Cabrio	39 42	7 0	0	58	1 47	7 6	- 1	Grand Pavois Trans					
600 Combi	40	5 0	0	60		7 0	- 1	fluide RILEY	1,027	7 10	0	1,542	k E
ren	690			1,03	6	7 0	- 1	One-point-five	579		0	863	
orts	1,300	1 0	0	1,51	1 3	2 0	- 1	Two-point-six (automatic)	1,045		ő	1,568	
lub Mans 73	1,309			1,93				ROLLS-ROYCE Silver Cloud	3,799	0	0	5,693	1-6
IEADOWS	299		0	449		7 0	- 1	Limousine Freestone and Webb	4,595	0	0	6,783	1 1
risky riskysport	322			484			- 1	Hooper	5,085	0	0	7,628	1
MERCEDES-BEN 2 80	1,199	5 0	0	1,79	3 17	7 0	-	H. J. Mulliner James Young	5,550	0	0	8,326	
80D (diesel) 90	1,299	0 0		1,889			- 1	Silver Wraith Freestone and Webb					
90SL	1,930	0	0	2,894	6 7	7 0		limousine	5,638	0	0	8,458	
19 20S	1,430	0	0	2,146	17	0		Freestone and Webb 7- passenger limousine	5,752		0	8,629	1
00 (automatic) 00SL Roadster	3,600	0 0	0	5,401			- 1	Park Ward Park Ward 7-passenger	5,495	0	0	8,243	17
<b>4ERCURY</b> (Amer	ican)						-	limousine	5,085		0	8,708	
fedalist fonterey	1,503	10	0	2,259	12	0	-	H. J. Mulliner Hooper limousine	5,625 5,580	0	0	8,438	1
fontclair arklane	1,888	0	0	2,833		0		Hooper 7-passenger James Young	5,805 5,680	0	0	8,708	
ommuter estate car	1,778		ő	2,668				ROVER	883	0	0	1,325	
1ERCURY (Canad Ionterey	1,481	0	0	2,222	17			75	963	0	0	1.445	\$7
haeton Iontclair	1,640	0	0	2,461	7			90 10SS	999	0	0	1,499	17
haeton	1,765	0	0	2,648				IOSR IOSR de luxe	1,124	0	0	1,687	17
4ETROPOLITAN fardtop	498		0	749		0		Land Rover II 88	640	0	0	640	(
onvertible 1.G.	516	0	0	775	7	0		Diesel 109 in Basic	740 730	0	0	740 730	0
	663		0	995			1	Diesel 109in de luxe	820	0	00	820 750	0
lardtop lagnette	724 714		0	1,087		0	1	Diesel	750 840	0	0	840	0
1ORGAN /4 Series II	498	0	0	748	7	0		107in estate car SIMCA ARONDE	815	0	0	1,223	17
ompetition lus 4 (TR) 2-seater	550 645	0	0	826 968	7	0	1	Aronde (1300 Aronde Châtelaine	532 650	0	0	799 976	7
onvertible	693	0	0	1,040	17	0		Elysée 1300	599	0	0	899	17
lus 4 (Vanguard) Convertible	594 641	0	0	892 962			1	Montihéry Grande Large (Flash)	625	0	0	938	
1ORRIS linor 1000 2-door	416	0	0	625	7	0	1	Grande Large (Special SIMCA VEDETTE		0	0	1,058	
-door de luxe	433	01	0	651	12	0	1	Beaulieu	965	10	0	1,449	12
-door -door de luxe	441	0	0	662 694	7	0	1	SINGER Gazelle	598	0	0	898	7
ourer ourer de luxe	416	0	0	625	12	0	1	Convertible Estate car	665	0	0	998	
ravaller	471 488	10	0	708 734		0	1	SKODA	575	0	0		
raveller de luxe Cowley	555	10	0	834	12	0		1201	640	0	0	961	17
Oxford III raveller	589 665	0	0	884 999		0	1	Estate car 450 convertible	695 725		0		17
DLDSMOBILE .	1,820	0	0	2,731	7	0	1	STANDARD Eight	425	0	0		17
uper 88	1,965	0	0	2,948	17	0	1	Super Ten	435	0	0	653	17
ACKARD	2,260	0	0	3,391	7	0	1	Pennant Companion estate car	485 495		0	728 743	17
-door Sedan tation Wagon	1,680	0	0	2,521 2,623	7	0		Ensign Vanguard III	599 675	0	0	899	17
lawk hardtop	2,004	0	0	3,007	7	Ö		(automatic)	790	0	01	1,186	7
ANHARD  Oyna Grand Standing		8	8	1,055	0	0		Estate car Sportsman	765 820		0	1,148	7
onvertible EERLESS	1,032	8	8	1,550	0	0		SCOtsman	1,130	0		1,696	7
i.T. 2-licre	998	0	0	1,498	7	0		Estate car	1.240	0	0	1,861	7
PEUGEOT 03	633	9	1	952	8	2		Commander President	1,400		0	2,101 2,236	7
03 state car	796 865	0	0	1,195		5	1	SUNBEAM Rapier	695	0	-	1,043	17
LYMOUTH		0	0		7	0		Convertible	735			1,103	
avoy Vee-8 elvedere convertible	1,718	0	0	2,578 2,686	7	0		TRIUMPH TR3	699			1,049	
avoy Suburban	1,915	0		2,773	17	0		Hardtop TURNER	734	0			7
ONTIAC	1.980	0		2,971	7	0		A.35 Spores	575	0	0	862	17
hieftain Catalina onneville Custom	2,300	0	0	3,461	7	0		Model T	265	0	0	399	10
uper Chief Catalina tar Chief Catalina	2,040			3,061	7	0		VAUXHALL Victor	498	0	0	748	7
ORSCHE 16A/1600 fixed head		0						Victor Super	520	0 1	0	781	7
ardtop (detachable)	1,330	0	0	1,996	7	0		Velox III	620 655	0	0	931	
abriolet (detachable) 56A/1500 fixed head	1,490		0	2,236	7	0	1	Cresta II VOLKSWAGEN	715			1,073	17
arrera hardtop	2,220	0	0	3,331	7	0		Basic	435		0		17
arrera Cabriolet RINCESS	2,260			3,391	7	0	1	De luxe Convertible	505 682	10 (		758 1,025	2
,	2,250 2,360		0	3,376 3,541	7 7	0		Karmann-Ghia coupé Convertible		10 (	0 1	1,394	2
Imousine			0 :	3,226	7	0	1	WOLSELEY					
W.B.	2,150												7
/ limousine W.B. W.B. limousine AMBLER e luxe	2,150	0	0	3,226	7	0		1500 Fifteen-fifty	530 660	0 0	0	796 991	7 7

# ESSO BULLETIN

CRYSTAL PALACE ROAD RACES 26/5/58

SPORTS CAR RACE

Up to 1100 c.c.

Lst ALAN STACEY

Lotus-Climax 76.20 m.p.h.

Also using Golden Esso Extra

First six places won on Esso Extra Motor Oil and Golden Esso Extra

FORMULA II RACE

IAN BURGESS 3rd BRUCE McCLAREN

Cooper-Climax 80.34 m.p.h.

**Cooper-Climax** 

500 c.c. RACE won on GOLDEN ESSO EXTRA

TOM BRIDGER

Cooper-Norton 73.96 m.p.h

(Subject to Official Confirmation

**EXTRA MOTOR** 



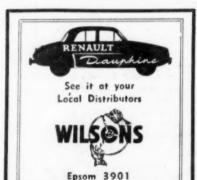
# SURREY SALES & SERVICE

#### H. HARMER CAR SALES LTD.

#### NEW CARS IN STOCK

New FORD Popular, blue or black "	£444
New FORD Anglia, 2 pedal control, green	€596
New FORD Consul Convertible blue, heater	£1,007
New FORD Zodiac, grey, heater	€1,013
New AUSTIN A95 de luxe, grey/red	€1,079
New AUSTIN Metropolitan Convertible	£775
New SINGER Gazelle, blue/black	£898
New VOLKSWAGEN de luxe, azure	€758
New RENAULT Dauphine, blue	£796
New HILLMAN Minx de luxe	€810
New HILLMAN Minx Estate antelope/	£939
444/8, Brighton Road, South Croy Tel.: Uplands 8629/5012.	don.

272, Chipstead Valley Road, Coulsdon. Tel.: Downlands 2255.



1, DORKING ROAD EPSOM

THE

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ROOTES MAIN DEALERS FOR EAST SURREY.

Specialists in

#### **NEW & USED CARS** AT OUR THREE DEPOTS

CROYDON RD., CATERHAM Tel. 4242 BELL ST., REIGATE Tel. 2245 STATION RD., EAST, OXTED. Tel. 3325



#### WOLSELEY

Distributors offer:

1955	ARMSTRONG Sapphire, duo-green,	
	heater, radio, one owner	£845
1955	FIAT Belvedere Station wagon, grey, heater, immaculate condition	£450
1955	FORD Prefect, black, heater, one owner, carefully used	£495
1956	HILLMAN Minx Series ! de luxe sal., one owner, 12,000 miles only	6665
1956	JAGUAR Mk. VII in grey, sutomatic, gearbox, one owner	1,195

1954	JAGUAR Mk. VII saloon in grey, one owner, supplied and serviced by us, another in green	£695
1955	RILEY Pathfinder saloon, radio, heater,	£745
1955	ROVER 90 saloon in black, radio, htr., supplied and serviced by us for one own.	£995

1957 ROVER 105R saloon in black, radio, 1952 Model SUNBEAM-TALBOT Mk II,

1955 VAUXHALL Wyvern saloon in grey, £545 1956 WOLSELEY 4/44, finished in green, I owner, supplied and serviced by us...... £675

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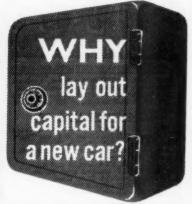
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PAGE

# USED CARS FOR SALE

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ANTHONY CROOK, new and used cars, over 80 m.p.h., 44 m.p.g., with standard Fiat 600 coachwork; also Zagato-bodied 2-seater saloon, 100mph; sole concessionaires for U.K.—Esher, Surrey. Tel. 4590.

# GORDON & GLYNN, offer:

1954 2-litre saloon, one owner, factory maintained.
79. Cadogan Lane, Sloane 8t., S.W.1. Sloane 8326.
(C2075

### .C. Ace, 1955 series, grey; £915.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., London, S.W.5. Fre. 5471, 0186-7. C3064

1949 A.C., dark green; £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mount-

1948 2-litre saloon, recent engine overhaul, thoroughly well kept; £325, terms.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Belgravia 3711.

1949 model A.C. 2-litre sports saloon, gre lent performance; £395; exchanges. Bray Motors, 180-184. West End Lane. N.W.6. steed 6490.

295 gns.—A.C. 1950 2-litre sports saloon, heater, suarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

# CAMDEN MOTORCYCLES, offer:

1955 A.C. Petite de luxe model, green with light brown leather uphoistery, one owner from new, a low mileage very carefully used three wheeler;

1956 A.C. Petite Mark II de luxe, bumpers, spare wheel, light blue with tan upholstery, 5,000 miles only, looks and runs like new; £265.

1957 A.C. Petite Mark II, disc wheels, meadow green with beige leather upholstery, spare wheel and bumpers, an immaculate car; £285.

1958 A.C. Petite de luxe, 500 miles only, grey with maroon upholstery, spare wheel, absolutely unscratched: £559.

maroon uphoistery, spare wheel, absolutely unscratched; 2599.

NEW A. C. Petites in stock or immediate delivery; E399 purchase, part exchanges with pleasure; any HRE purchase, part exchanges with pleasure; any holder in part exchange; free delivery—Camden Motorevecies, Bell Close, Leighton Buzzard, Beds.

OPEN daily 9 a.m. to 8 m. Sunday 10 a.m. to 3 p.m. Tel. Leighton Buzzard 2941. [8661]

ROWLAND SMITH'S, the A.C. buyers; highest cash prices.—Hampstead High St., N.W.S. Ham, 6041. [W4016/R GATEHOUSE MOTORS pay cash for good used A.C. Cars.—Highgate Village, London, N.6. Mountview [ 1202]

A.C. Spares and Service

FOR good used A.C. saloons and Bucklands, specialised repairs and spares, contact—Fletcher & Co.,
32. Beckenham Rd., Beckenham, Kent. Beckenham
7444. (D996 R

TOLWORTH MOTORS, Ltd., offer: 1957 Giulietta Sprint, 11,000 miles, one owner. Michelin X, central gear change, as new;

1956 (June) Giulietta Sprint, radio, low mileage, beautiful condition throughout: £1,728.— Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081

GIULIETTA Sprint. December 1956. red, radio, one owner, 7,000 miles, literally as new.
F. ENGLISH, Ltd., Poole Rd., Bournemouth. Tel. Bournemouth 5850. [T9058

1958 Series Alfa-Romeo Spider Veloce, Parina body, fitted Italian hardtop nominal mileage, exceptional performance, as new, OUNTY CARS, Ltd., 3, Oldham Rd., New Cross, Manchester, 4, Central 9257.

BARTLETT.—1957 series Giulietta Sprint rder 2-seater, superb condition; £1,975.—27, dge Villas, W.11. Bayswater 0523. [C1013

## SALES & WANTS

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1956 Alfa-Ro eam, thos 16,000 m

GIULIETTA Sprint, December, 1956, red. radio, one owner, 6,000 miles, literally as new.-F. English, Ltd., Poole Rd., Bournemouth. Tel. Bournemouth. (T3067

THOMSON & TAYLOR (BROOKLANDS), Ltd., offer alfa-Romeo 1900 super saloon, finished in cobal blue, one owner, carefully used and fully equipped. £1,595; also Alfa-Romeo 1900 super saloon; finished in black, thoroughly maintained and equipped, one owner, £1,725.—Cobham (Surrey) 2948.

J. H. BARTLETT require Alfa-Romeo Giulietta. -27, Pembridge Villas, W.11. [W1015

THOMSON & TAYLOR (BROOKLANDS), spares and service for all Alfa-Romeo care-mouth Rd., Cobham 2848-9.

1950 Allard saloon; £285.

MONTROE MOTORS (N. H. Boswell), 91-95, Eppins New Rd., Buckhurst Hill, Essex. Buckhurs 1171-2. (C308)

A LLARD Pl saloon, immaculate condition through-out; £525.
A DLARDS MOTORS, Ltd. (main Allard distributors).
A 3, Keswick Rd., S.W.15. (Vandyke 1135.)

PERFORMANCE CARS unique selection (125 cals) see our full page next week. [C504]

175 gns.—Allard, 1949, drop head coupe, leather, steering column gear change, very good condition; terms, exchanges.—Rowland Smith, below:—Color heater, screen washers, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube), Hampstead 6041.

RICHARDS & CARR, Ltd., still the best Allard buyers.—35, Kinnerton St., S.W.1.

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampetead High St., N.W.3. Ham [W4018."R

A DLARDS MOTORS (Allard main distributors) but or exchange Allard cars.—5. Keswick Rd., S.W.15 (0148)

#### ALVIS

BROOKLANDS OF BOND STREET.

SOLE London distributors.

POR particulars of the new Alvis 3-litre by Park Ward. NEW 5-litre TC 108/G Graber sports saloon.

103. New Bond St., London, W.1. Mayfair 8351.

[C1029 GE 1953 (late) Alvis 3-litrs Tickford 2-door 4/5-grey, glittering chromium, finest beige hide, matching accessories, beautifully polished facis and filets; screen washers, chromium for-pass lamp, new beir vynide hood, superb example, written guarantee, gediness; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Ameribury Lane, Harpenden, Hertfordshire, Farpenden 113.

ALVIS 1935 Speed 20 saloon; £35.—Tel. Tumbridge A LVIS Speed Twenty saloon, 1934, good condition new tyres, offers,—Davies, 225, City Rd., Cardiff.

ALVIS

GATEHOUSE offer: 1949 Alvis TA14 saloon, green; £450.

1949 Alvis black and silver, reconditioned engine; 1948 Alvis TA14, black; £450.

1953 Alvis 3 litre saloon, grey, radio, heater, 1951 5,000 miles only, one owner; £695. 1951-2 Ltd., Highgate Village, London, N. Mountview 4444.

ERIC HAYES, Ltd., offer:--

1953 (September) Aivis 3-litre saloon, finished in roof, heater, radio, Ace Rimbellishers, radiator blind, 35,000 miles recorded; £685; also 1951 (April) 3-litre saloon, with modified induction, also in black with tan upholstery, £515, both very excellent cars.—15, Bishops Airidge Rd. W. 2. Ambassador £266.

CAT MOTORS offer choice of two desirable Alvis.

1949 14hp convertible, black, red nylon hood, very
smart example; 569kms.
1953 chiltre Tickford convertible. Grey Lady modifications, heater, etc., outstanding bargain; 599kms, -56, Warren St., Euston 1926, evenings.
Primrose \$232.

BOGNOR STATION GARAGE.—1948 114-litre Alvis.

BOGNOR STATION GARAGE.—1948 114-litre Alvis.

PERFORMANCE CARS unique selection (125 cars)

see our full page next week. [C3041

1953 owner, immaculate; 2755, o.n.o.
A FREEMAN, Ltd., Grossenor Garage, Burnage
A Lane, Levenshalme, Manchester, 19, Rusholme 2273,
(C211)

1937 Alvis Crested Eagle, in immaculate condition: £215.—23, Solstice Rise, Amesbury, Wiltshire Amesbury 2011. [8686

1954 Alvis TC/21/100, Grey Lady sports st maroon, radio, heater £325.—Ri France, Ltd., 245, High Rd., Tottenham 0353.

ALVIS Grey Lady TC/21/100 sports saloon, 1955, 1.600 miles, radio, heater, rugs, or owner, perfect condition throughout; £1,250; no de-Box 5592. [9676

425gns.—Alvis-14, October 1950, TB special sports roadster, red, ivory feather, carefully used, written guarantee; terms, exchanges.—Rowland Smith.

oritice guarantee; terms, exchanges.—Rowland Smith, oping:

365 sliding head, beige leather, radio, heater, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below:—Rowland Smith, sechanges.—Rowland Condition, written guarantee; terms, exchanges.—Inst., open 9-8-8 weeks.

[C4018]

Tickford drop head, late '53, in superlative of dition, as new, black, silver grey, red upholstery, many extrus; £875.—Upton, 19-20, Cambridge St. Birmingham,

1951 3-litre seloon, radio, heater, sun roof, other copious written evidence of condition; £475; terms, exchanges.—Richards & Carr. Ltd., 35, Kinnerton St., S W1. Belgravia 371.

S.W.I. Belgravia 5711.

C360 III—1349 Alvis 14hp TA model 2-door sports with nearly 1-2 coupe, 4/5-seater, magnificently maintained with nearly new tyres, recently had brake and steering overhaul costing £45; choice also Tickford drop head coupe in mint condition, 1949, looks like 1956, £395.

LAMBS OF WOOD GREEN (Established 1897)—100 cars, 5 months' witten zugarantee; exchanges; hire purchase.—421-425, High Rd., Finchley. Finchley (C2052)

1951 Alvis 3-litre black sports saloon, heater interior, a quality car costiny approximately £2,000, for the investment price of £490; exchanges, terms.—
Bray Motors, 180-184, West End Lane, N.W.6. Hamp-stead 6490.

stead 6490. — Alvis 1½ convertible foursome 1949, most superb condition, red leather, carpets, leather top almost superb condition, red leather, carpets, leather top almost superb condition, red leather, carpets, leather age, beautifully maintained, muse tyres, small mile-eage, beautifully maintained, muse tyres, small mile-eage, beautifully maintained, muse tyres, small mile-eage, leather many leathers, A.A. or R.A.C. exams vel-comed; exchanges, h.p.—Benmotors, I. Clarendon Rd., W.I.I. Park 506-7 (50 yds. Holland Park Tube).

1952 (August) Alvis 3-litre de luxe saloon, finished and interior, fitted radio, air conditioning equipment of the condition of the cond

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6, Pendleton 34S7. [C3000]

3-litre saloon wtd., low mileage, 14 Contra.—74. Theaker Lane, Leeds, 12.

ROWLAND SMITH'S, the Alvis buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

A LVIS Grey Lady drop head coupe wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham [W4059]

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.S. Mountview (W2021

GREY Lady, low mileage, TC21/100.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445/6. SERVICE and spares for Alvis cars.

J. JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W 11. Speedwell 6762.

MANCHESTER Alvis repairers and spares; main agents—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 3. Rus. 2874-5. [0653 R

AMERICAN CARS

BRITAIN'S leading dealers in all makes of American

BRITAIN'S leading dealers in all makes of American cars.

1958 Oldsmobiles, various models for immediate broches delivery, telephone or write for illustrated broches and the control of t

YARIED selection of used American cars always in slock; write or telephone for list and terms, JULIN'S for Chevrolet and American Fords.

OLE U.K. distributors for Oldsmobile.

LEX: 2. Lexington St., Piccadilly Circus, W.1. [8875]

BENTALLS, Ltd. PACKARD Clipper, first registered July, 1954, r.h.d., black with grey upholstery, radio, heater, automatic transmission; £1,025.—Kingston-on-Thames, Kingston 1001.

SCOTT CARS offer:-

NEW unregistered 1958 Ford Fairlane 500, right hand drive. Fordomatic transmission, radio, heater, list price; part exchange welcomed.

SEE our advertisement under Buick, Cadillac, Chevrolet, Lincoln, American Ford, Oldsmobile, Flymouth, Pontiac, Studebaker, Cott. CARS, 341-347, Flinchley Rd. Hampstead, Scott CARS, 341-347, Finchley Rd. Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

PPP-PEDIGREE CARS offer:

1955 Hudson Rambier saloon, right-hand drive, above average condition: £795.

1953 Plymouth station wagon, 2-tone paint, right-more above average conditions £795.

1953 Plymouth station wagon, 2-tone paint, right-more above, and a station wagon, 2-tone paint, right-more above, and a station are a station and a station are a station and a station and

DESBOROUGH PARK AUTOS offer:-

1950 Hudson Commodore electric convertible, every 1951 Nash Ambassador saloon; £465.

1951 Studebaker Champion saloon; £450.—Oxford

OE THOMPSON (MOTORS), Ltd., offer:-1957 Ford Pairlane Victoria, grey and white, many 1953 Ford 6 saloon; £675.

1950 Cadillac 2-door; £725.

ATE model Pontiac, registered 1958, 400 miles only; 1952 Chevrolet, r.h.d.; £625.

91-95, Fulham Rd., South Kensington, S.W.3. KENSINGTON 4858-9.

BRITISH & COLONIAL MOTORS, Ltd., offer:-

BRITISH & COLONIAL MOTORS, Ltd., offer:—

1954 Chevrolet r.h.d. 210 4-door saloon, heater, 25,000 miles; 2555.

1953 Chevrolet 20 2-door coupe, l.h.d., heater, automatic; 2655.

1957 Chevrolet 4-door hardtop, radio, heater, r.h.d.; £1,795.

1958 Chevrolet 4-door hardtop, powergilde, radio, heater, losses, sold proposed for the color hard top, powergilde, radio, heater, 15,000 miles; £2,295.

1955 Dodge Ringsway saloon, r.h.d., radio, heater, 15,000 miles only; £1,605 on seadan, bydradio of the color hardtop, power steer, 15,000 miles; £2,295.

1955 Ing., power brakes, automatic, V8 engine, radio, heater, electric windows, electric seats, l.h.d., 18,000 miles; £1,675.

1955 Pontiac Chieftain r.h.d., 4-door saloon, radio, heater, 25,000 miles; £1,245.

1956 Studebaker Champion sedan, r.h.d., radio, British & Collonial MOTORS, Ltd., 77, St. Martin's Lane, W C.2. Temple Bar 5588, [Clo27]

WILLIAM GORDON CARS OF COVENTRY offer:-

WILLIAM GORDON CARS OF COVERAND VIG-1958 (March) American Ford Fairlane Town Vig-toria pillarless saloon, the very latest creation from America; right-hand drive, automatic grar box, radio, heater, white wall tyres, continental spare wheel kit, rear aerial, leather-padded dashboard, etc., V8 ohv engine, 900 miles only, finished in lemon and white, a most fabulous car under list price.—Sovereign Road Garage, Earlsdon, Coventry, Tel. 62813, 68349.

1956 Pontiac 2-door hardtop, l.h.d., 12,000 miles, extras; £1,475.—Potters Bar 3580.

AMERICAN CARS

SIMPSON'S MOTORS (WEMBLEY), Ltd., offer:-

1958 new Pontiac, complete range now available for early delivery, asscial equipment including new portable radic prices from £2,950.

1958 new r.h.d. Plymouth Belvedere, push-button automatic, power brakes, r. and h., sports asdan; list price; immediate delivery.

(March) Ford Fairlane 500, r.h.d. automatic, r.b. under £200 miles, all extras.

1956 object by the control of the

1956 Ford Mainline, automatic transmission, radio and heater, all extras.
1951 Oldsmobile convertible, radio and heater, all extras.
1955 Ford Customline, Ford-o-matic drive, r. and h., all extras.
1955 Packard Super Clipper, automatic transmission, power brakes and steering, r. and h.
1954 Ford Crestline Victoria, all extras.

1953 Buick Special 2-door Riviera, hard top, Dynaflow, radio and heater, colour grey and

1953 Dodge Coronet, right-hand drive, gyro-matic drive, r. and h.
1953 Codge Meadowbrook, heater and overdrive, colour pale blue, one owner.
1951 Chrysler Imperial, automatic transmission, power brakes and steering, electric windows.

1949 Studebaker Champion, all extras. Simpled. Wembley. Tel. 3903/8691.
1958 Radio Elizaber President, 5.900 miles, automatic 1956-7 Plymouth, automatic, radio: £1.725.
B. W. Wright. 1922
Euston 4277-8-9.

£395 -Right-hand drive Ford Customs de li

P. WYATT, 31-33. Fortune Green Rd., West D-Hampstead, N.W.6. Hampstead 8988.

T. SULLIVAN CAR SALES, 113. Gunnersbury Ave... Ealing, W.5. American car specialists.—We silvary have a large varied selection of American car. Tell. Acorn 7660: also Euston 8581-2-5 Hounslow [Cal15]

INCOLN STREET MOTORS (B'HAM), Ltd., sole agents, for the Midland area for U.S.A. and Canadian Fords, also for immediate delivery, 1958 Ford Fairlane, right-hand drive, choice of colours; ltst price,

1958 Ford Skyliner, retractable hard top; list price.

1958 Mercury; list price.

1958 Mercury; list price.

1955 Lincoln Capri, power steering, power brakes, automatic transmission, power seats and power windows, in outstanding condition; £1,495.

1955 Piymouth Plaze setate car, superb condition; £995.

1952 Studebate condition: £995.

1953 Studebate condition: £995.

1954 Studebate condition: £995.

1955 Studebate condition: £995.

1956 Studebate condition: £995.

1956 Studebate condition: £995.

1956 Studebate condition: £995.

1956 Studebate condition: £995.

1957 Studebate condition: £995.

1958 Studebate condition: £1,495.

1958 Studeb

1950 51 Cadillac coupe de ville, hydromatic, power-operated hood, electrically operated windows, seats, automatic radio, heater, grey and black, in really beautiful conditon throughout, 4 new decome.—Spicers Car Sales. Tel. Hitchin 2037. [C415]

LEX.—Sole distributors in the U.K. for Oldsmobile require good used American cars of all makes. LEX GARAGES, Ltd., 2, Lexington St., Piccadilly, W.1. Gernard 8600.

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—77, St. Martin's Lane, W.C.2. Temple Bar. 3588. [W1027

ARMSTRONG SIDDELEY

&

PASS & JOYCE, the Armstrong Siddeley people, offer miscellaneous selection of used Armstrong Siddelet

Sapphires,

ALL these cars have been carefully inspected by our a specialist mechanics and are covered by our 4

ALL these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarartee

1956 Armstrong 256 saloon, one owner, green with green interior; £895, saloon, preselector, one owner, dure grey with red interior; £685, armstrong Sapphire saloon, synchrometh, one 4 marketong Sapphire saloon, synchrometh, one owner, radio, dark blue and grey with blue interior; £895, pass & JOYCE, 184, Great Portland St., W.1. Museum 1001.

LEX.

DOME South.

'56. Armstrong 236, Ivory eau-da-nil, overdrive.
FOUR months' warranty.

LEX. The Dome, Grt. West Rd., Brentford, Middx. [8674]

ARMSTRONG SIDDELEY

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H. C. PAUL, Ltd.

1954 Armstrong Siddeley Sapphire, velvet green, beige interior, preselectric, radio, 40,000 miles, excellent condition; £675.—52, Bruton Place, Berkeley Sq., W.I. Mayfair 0621-2.

CROPTON GARAGES, Ltd.

1954 Armstrong Sapphire, 'adin, heater, apot lights, screen washers, fully automatic, in excellent condition, finished in grey and black; £795.

—132, Whitechapel Rd., Bishopsgate 5593 [C1159]

H. BEART & Co., Ltd., offer:-

1955 Sapphire saloon. finished in green with green to the property of the radio heater, synchromeshalond and and high St. Kingston-on-Thames. Kingston 3348.

FRANCIS MOTORS, Ltd., offer:-

1956 Armstrong Siddeley 236 manumatic with overdrive, blue with blue interior, 20,000 miles, immaculate.—Francis Motors, 393, Humberstone Rd., Leicester, Tel. 66304.

CHARLES FOLLETT, Ltd., officially appointed Armstrong Siddeley retailers.

SHOWROOMS: 18, Berkeley St., London, W.1. May-

SERVICE: Works and Stores, Barnsdale Yard. off Eigin Ave., W.9. Cunningham 5936. {C2010

1954 (October) Armstrong Siddeley Sapphire, 2-one grey, low mileage, immaculate, history available; £750.—Hounslow 9644. [C4108

BOGNOR STATION GARAGE.—1954 Armstrong Siddeley Sapphire, preselectric; £650.—20, Longford [C1160]

1954 Sapphire black and maroon, beige interior, eater and radio; £630.—Fuller's of Coombe, Kingston By-pass, S.W.20. Malden 3666-7. [C2113

1955 Sarphire, twin carburettors, a/mesh, exceptionally well kept; £715.—Hillingdon Motors, [C2155]

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1949 Armstrong Typhoon, one owner since new, superb condition; £385.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7735. [8716

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1954 Sapphire, duo-grey, fitted railio, heater and many other extras, this whole car in immaculate condition, low mileage; £685.—Tel. Wolver-hampton 35534.

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The Hyde Motor Co., Colindale 7898 (C2135

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Clayton's Light Sapphire 346, with preselectric gears, the same conversion, with Hyde 9184. Ltd., 17, Bruton Pla, C1050/1

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1955 Armstrong Sapphire automatic, blue with grey, red interior, all extras, magnificent one owner, low mileage car; £895.—Eaton Motor Co., Eaton, Socon 256 (St. Neots).

owner, low mileage that the first property of the first property o

1947 Armstrong Typhoon coupe, guaranteed, £235; teed, £230; payments.—Oldfield, 386, Kensington 1938; St., W.14. Wes. 6631.

£245!!!—Lancaster 4-door saloon 1947, a carefully used example in really nice condition throughout, black tan hide interior, pre-selector, heater, spot lights, outstanding value for money.

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, N.W.7. Tel. Mill Hill 4232. Showrooms open till 8 p.m.

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1955 series pre-selectric; this car is in 1957 condi-tion throughout, recently checked by makers, very low mileage, in grey and black; 2775; exchanges terms.—Slocombes. Ltd., Dudden Mill Lane, N.W.10. Willesden 4869/3934.

N.W.10. Willescen 4009, 3090.

1953 (July) Armstrong Sapphire 4-light aports saloon, black, natural hide interior, heater; this car is virtually as new; £650; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

stead 6490.

stead

XXX 1950 Armstrong Siddeley coupe, radio, healer, wing mirror, pass light, screen washers, blue, fawn interior, vynide hood, excellent condition throughout; £345; written guarantee, terms, radio, page 1845, 28-34, Upper High St., Epsom. Tel. 5611.

Epsom. Tel. 5611. [C2001 595 samphire 595 sa

A LPE & SAUNDERS, Ltd., require Sapphire 346 or lehp Ltd., Providence Court, North Audiey Street, (Near Selfridges), Mayfair 2941. [W1006

A LMOST new Armstrong required immediately.—
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Morley, 76. Cambridge Road, Kingston. Kingston (W3016/R

R OWLAND SMITH'S, the Armstrong Siddlede buyers highest cash prices.—Hampstead High St. N.W.5. [W4018/R] Ham. 6041.

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NEW Mk. III saloon and drop head coups for early delivery.

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1956 DB2-4 convertible, low mileage, radio, chrome wheels, Michelin X: 62.085.

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1954 Aston Martin DB2-4, 27,000 miles genuin works maintenance, radio, Michelin X tyre WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277.

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ASTON MARTIN
1957 DB2-4 Mk. II, duo-grey, duo-speaker, recovers, cheome wheels, 6,000 miles, in supert condinearest \$25,000.—Haifway Garage (Notim.), Bunny, Notic Ruddington 316.

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J. H. BARTLETT urgently require Aston Martin DB2 and DB2-4.—27. Pembridge Villas, W.11. [W1013

3-litre, low mileage.—Chipstead Motors. Ltd., 142, Holland Park Ave., W.11. Park 5445-6 (W1046

1954-55 DB2-4 coupé wanted, send fullest particulars including price. Box 6124 R OWLAND SMITH'S, the Aston Martin buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041.

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1954 A30 2-door saloon, tweed grey, red interior, heater; £415.

AUTOSALES (LONDON), Ltd., Belsize Rd., N.W 6.
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1953 A30, black, bester, radio, spot lights, undersealed, this is a really immaculate car, must be seen to be believed; £480, 1955 A30, finished in light grey, one owner from new, guaranteed; £435.—132, Whitechapel Rd., Bishopogate 3939.

R. S. CURRIE & Co., Ltd

1955 Austin A30 2-door saloon, finished in grey, fitted heater, 18,000 miles only; £425,—105, Westbourne Grove, W.2. Bayswater 0085. (C1095

1955 Austin A30, green; £445.

DAVIS & HILL, Ltd., 101, Bromley Common, Brom-ley, Kent. Ravensbourne 2634-5. (C1129

WARWICK WRIGHT, Ltd., offer:-

1956 Austin A30 2-door saloon, black, red upheistery, 9,000 miles; £495.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6650, (10445)

1954 2-door, low mileage; £435 (Jarvis B guaran1956 A30 2-door, heater, 17,000 miles; £475, Jarvis As Bonk, Warranty —Jarvis & Sons, Liberty 8221/Wimbiedon 2526.

1956 A30 4-door saloon, black with red one owner, heater, guaranteed; £485.

1955 model, 2-door de luxe saloon, heater, one owner, 15,000 miles, immaculate; 2425.— Bridge Motors, Leatherhead 2564.

1956 Austin A30 4-door saloon, pastel green abroad &465.—Ewell 2882.

1955 (November) A30 2-door saloon, de luxe; £445. Rawlings Tudor Garage, Ltd., 923-931, Ful-ham Rd., S.W.6. Renown 2281.

1955 Austin A30s, choice of 6 from £425; purchase and part exchanges welcomes therbert & Mills. Church Rd., Ashford, Middx, Ca

2960. Austin A36 Cars Wanted

R OWLAND SMITH'S, the A30 bayers; highest cash prices.—Hampstead High St., N.W.S. Ham, 6041. [W4018 Hg.] A 1 at Brown's. AUSTIN A35

1957 (June) Austin A35 4-door saloon, grey, many extras, taxed year, 10.000 miles only, £495; another, 1956. £450.

V. J. BROWN, Ltd.: 359. Finchley Rd., N.W.S. (CIG25)

CAR MART, Ltd.

SOLE London Austin distributors.

57/8 Austin A35 2-door saloons; a selection from £490, with 6 months' guarantee.

CAR MART. Ltd., Gloucester House, 150, Park Lane.

Wil. (Corner of Piccadilly). Grosvenor 3454. SPUR GARAGE Offers:-

1957 (October) A35 2-door green de luxe, with many extras, only 2,000 miles, completely as SPUR GARAGE, Ltd., Bushey Rd., Raynes Park, S S W 20 Lib. 4852. (C4109)

J. DAVY, Ltd., Austin agents. 1957 A35 2-door, one owner, 4,950 miles, heater, new, comprehensive guarantee; £535, 180—184, Kensington High St., W.S. Wes, 7181, 215, Brompton Rd., S.W.5. Kni. 4215. [C1066]

H. A. SAUNDERS, Ltd., offer:-

1957 Austin A35 de luxe saloon, spruos green, green upholstery, heater; £555.

H. A. SAUNDERS, Ltd., 536-542 High R4. North Pinchley, N.12. Hillside 5272 (6 lines). (C472.

PETER BANTOCK CAR SALES Offer:-

1957 Austin A35 Countryman, completely equipped corrections with radio, heater, loose covers and electric ferenwashers, 7,000 miles, literally as new; £575.—104, High Rd., Chiswick 2725/5870.

NAYLOR & ROOT, Ltd. (Established 1920).

'57 Austin A55 2-door, court grey/red upholstery,
fitted heater, immaculate condition, £515; also
d-door, 3,000 miles, £525.
CLAPHAM Junction, S.W.11. Batterses 2252.
[C3022

1958 Austin A35. perfect; £550.—Blake Lido. [8793

1957 Austin A35, mileage 9,000, black, ficensed, heater: £495.—F. L. Cranmore, Ltd., Tel.

1957 Austin A35 4-door saloon, heater, one owner, low mileage; £525.—Salmons Garage, Ltd., Temple Bar 3338.

1957 A 35 2-door: 11,500 miles: £515. Jarvis & B.M.C. warranty.—Jarvis & Sons. [C2086

1958 Austin A35 de luxe 2-door saloon, heater, one worer, £560.—Austin House, Highfield, Jolders Green, London, N.W.11. Speedwell 6011, 600 and red. 2,000 miles; £550.—The Green Service Stn., The Causeway, Staines. Staines 506, 3569

1957 Austin A55 2-door, grey, one owner, as new; 2490. Always 50 cars on view.—Hanworth Rd. Hounslow (2 mins. Hounslow East Tube), Middx. [C1113]

400. 9509/0175. [C1117]

£480 or by instalments.—A55 saloon, May 1957 arew, 4 months written guarantee. Virtually as new, 4 months written guarantee. Proceedings of the control of the co

AUSTIN EIGHT

1946 Austin 8 de luxe saloon, black/brown; choloe
frinity Cars, Ltd., 94, North Side, Wandsworth Comnon, S.W.18. Vandyke 1166.

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1947 Austin 10. in immaculate condition throughreal out; 2265—Cuvendish Motors. Cavendish
Rd. N.W.6. Willesden 0046.

275 sin Austin 10, 1947 de luxe saloon, black,
cellent condition; terms, exchanges, list; open 9-7

(Frampstead Tube). Rampstead 6041.

[C4018

FAMILY man seeks well cared for 1938/9 Austin 12, subject A.A. inspection.—Har. 2215. [8802

A1 at Brown's. AUSTIN A40 1956 (May) Austin A40 saloon, black, red interior.

beautifully kept and in superlative condition throughout: £560 secures.

J. BROWN, Ltd., 539, Pinchley Rd., N.W.3.

G1025 F. DOVE, Ltd., offer:-

1954 A40 Somerset coupe; £465.—L. F. Dove, Ltd., Liberty 3456. Broadway, Wimbledon, S.W.19, C1017 WARWICK WRIGHT, Ltd., offer:-

1954 Austin A40 convertible, dual grey, heater; 485.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

NAYLOR & ROOT, Ltd. (Established 1920).

54 Austin A40 Somerset, coronet cream/red hide, heater, sun roof, 22,000 miles; £485.

CLAPHAM Junction, S.W.11. Battersea 2252.

1953 A40 Somerset, black, tan interior; £445. Davis & Hill, Ltd., 101, Bromley Common, Brom-ley, Kent. Ravensbourne 2634-5.

1953 Austin A40 Somerset drop head coupe, one Jacquilkr, Ltd., 229. Hammersmith Rd., London, W.6. Tel, Riverside 6677-8, [C2043

1954 Austin A40 Somerset drop head leather.

SCOTT CARS, 341-347, Finchley Rd. Hampstead.

London, N.W.J. Hampstead 8676/7779. [C4016]

1955 A40 Campridge, grey, heater, guaranteed; £550.—Campbell Symonds, Perivale 4456.

BOGNOR STATION GARAGE.—1955-6 A40 Country-man; £475.—20. Longford Rd., Bognor 2102. [C1160

1950 A40, recent new engine, one owner; £380.— W.14. Western 2312. [C4019]

1956 Austin A40 Cambridge Standard saloon, one owner; £522.—Austin House, Highfield. Golders Green, London, N.W.11. Speedwell 0011.

CRAFTON GARAGES, Ltd.

1951 Austin A40 Devon, fitted with heater, wind-fighting, radiator blind, reversing light, for some seat covers, undersealed, serviced by the covers, finished in black, this is an exceptional car and must be seen to be really appealed; £465,—132, White-chapel Rd. Bishopsgate 2593.

1952 Austin A40 Somerset, one owner, reconditioned engine; £425.—Haskins, Ladbroke 1155

1951 A40 Countryman, heater, one owner, guaran-teed: £290; payments.—Oldfield, 386 Kensington High Street, W.14. Wes. 6631. [C3029

£495 -1954 A40 Cambridge de luxe saloon, one new.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. SUNROOF saloon 1953, superb condition, heater, stras, written guarantee, A.A. inspection welcome! £445; demonstration any time!—Tarrant & Frazer, 70, Chalk Farm Rd., N.W.I. Gul. 2004; Pri. 2647. [875]

A USTIN A40 de luxe saloon, one owner car, immacu-late throughout; choice of five from £525; hire purchase and part exchange welcomed.—Herbert & Mills. Church Rd., Ashford. Middx. Tel 2960. [C2055]

Mills. Church ruc. cambra.

XX 1954 (July) A40 Somerset saloon, heater, radio. loose covers, one owner, immaculate; £495; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

1952 (September) Austin A40 sports, green with men probably the best of its type on offer; A425.— Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Syden-ham 6129.

46 5 gns.—Austin A40 1955 Countryman estate car, original dark green, heater, fold-flush rear seating, eliding windows, one private owner, very carefully used, written guarantee, terms, exchanges.—Rowland Smith, below:—
46 5 gns.—Austin A40 1954 Somerset saloon, black, guarantee, terms, exchanges, ist, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

H. A. SAUNDERS, Ltd., offer:-

1957 Austin A50 de luxe saloon, tweed grey, red upholstery, recorded mileage 25,152, heater:

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092 GUY SALMON AUTOMOBILES offer:-

1956 Austin A50 saloon, black, 13.000 miles; £595.

—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

1957 Austin A50 saloon, heater, 13.000 miles: £595.

—British & Colonial Motors Ltd., 77. St.
Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1956 Austin A50 de luxe saloon, blue with blue up-holstery. Borg Warner overdrive, screen washers, heater, 15,000 miles only; \$285. MICHAEL CHRISTIE MOTORS, Bicester Road, Ayles-bury, Bucks. Tel. 4727.

1957 Austin A50 Cambridge de luxe salogn, heater: Green, London, N.W.11. Speedweill 0011. IC4004

1954-55 Austin A50 de luxe saloon, radio, heater, Ace Rimbellishers, mirrors, 16,000 miles, as new; £580. Pad. 4511. [885]

1956 Austin A50 de luxe saloon, surroof, one owner: £606.—Austin House, Highfield. Golders Green, London, N.W.II. Speedwell 0011. [C4004

1957 A50, duo-grey, 12,000 miles, one owner, immaculate, full B.M.C. warranty, h/c engine, smaller wheels; £685.—Wilsons, 36, Acre Lane, Brixton

£515.—1955 A50 Cambridge saloon, one owner, low mileage, heater, terms and exchanges.—Lor-raine Engineering Co.. Ltd., 29 & 30. Elyaston Mews. Queens Gate S.W.7, Khightsbridge 3464/6974. [Clo86

1956 Austin A50 saloon de luxe, grey/red leather, radio, heater, tartan seat covers, wing mirrors, etc. total mileage 17,000 only, taxed, in excellent condition throughout; £655.

ALTWOOD GARAGE, Altwood Rd., Maldenhead Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076.

1956 A50 de luxe, tweed grey, heater, red leather, Homer, Downalong, 16,500 miles, one owner; £645. —Homer, Downalong, 166, Vicarage Rd., Wollaston, (8816

1956 Austin A50 Cambridge saloon, one owner, in immaculate condition throughout: £595.—Perrise Motors, Ltd., Bath Rd., Slough 25121.

545 gns.—Austin A50 1956 model Cambridge de luxe written guarantee, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Austin A56 Cars Wanted

HY accept less for your Austin A50 Cambridge
ssloon when you can get full market value from:
FERRARIS OF CRICKLEWOOD Ltd. 200-220.
Crtcklewood Broadway, London, N.W.2. Gladstone
2234. Open week-days 8 a.m. to 7 p.m. [W2008

ROWLAND SMITH'S, the A50 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham, 6041.

CAR MART, Ltd. AUSTIN A55

SOLE London Austin distributors.

757 Austin A55 Cambridge saloons: a selection from CAR MART, Ltd., 520, Euston Rd., N.W.1. Euston 1212.

H. A. SAUNDERS, Ltd., offer:-

H. A. SAUSERS, Edg., olief.—

1957 Austin A55 de luxe saloon, court grey, island blue, blue uphoistery, recorded mileage 9,276, heater; £75.

1957 Austin A55 de luxe saloon, tweed grey, red mileage 4,726, heater, Manumatic clutch; £815.

1958 flash, red uphoistery, recorded mileage 6,226, heater; £815.

H. SUNDERS, Ltd., 836-842, Bigh Rd. North H. Finchley, N.12, Hillside 5272 (8 lines). [C4092]

CENTRAL GARAGE (CROYDON), Ltd.

1957 Austin A55 saloon colour beige, fitted heater, condon), Ltd., Fell Rd., Croydon 7468. (Croydon)

GUY SALMON AUTOMOBILES offer:-

1958 Austin A55 saloon, under 2,000 miles. licenses to December, fitted several extras; £830.

Portsmouth Rd., Thames Ditton. Emberbrook 5551-2

PROADWAY MOTORS, Hounslow offer:-

USTIN A55 Cambridge de luxe, streamline blue, Centre gear change; list. Always 50 cars on view. Hounslow (2 mins. Hounslow East Tube), Middx. Hou., 3509.0175.

1958 Austin A55 Cambridge de luxe saloon, one Highfield.
Golders Green, London, N.W.11. Speedwell 0011.

1958 Austin A55 de luxe saloon, push button £845.—British & Colonial Motors Ltd., 77, St. tin's Lane, W.C.2. Temple Bar 3588.

Austin A55 Cars Wanted immediately.—
ALMOST new A55 required immediately.—
Morley, 76, Cambridge Rd., Kingston. Kingston. (W3016 R

CAR MART, Ltd.

SOLE London Austin distributors.

£985 Austir, 16hp hire limousine, radio, heater, loose covers, reg. October '56, 6 months' guar-

Carlo of Piccadilly). Grosvenor 3434.

HEARSES brochures available, we are building decks and bearers on the 16hp chassis; inspection invited. LPE & SAUNDERS (COACHBUILDERS), Ltd. A 3tation Approach. Kew Gardens, Richmond 1161.

245 gns.—Austin 16 1947 de luxe saloon, black condition, terms, exchanges, list, open 9-7 weekday, and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. 1 at Brown's.

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1953 (July) Austin A70 Hereford asloon, black, bloom hide interfor, heater, radio, taxed year, beautivitily kept and maintained and in really magnificent condition throughout; £395 secures.

W J BROWN, Ltd., 339, Flinchley Rd., NWS, [CIO25]
Hams 2284.

Hearses! We build deck bodies on the A70 chassis.

LEE & SauNDERS (COACHBUILDERS). Ltd., ALFE & SAUNDERS (COACHBUILDERS). Ltd., Station Approach. Kew Gardens, Richmond 1161.

1953 Austin A70 saloon, heater, one owner since guarantee: £435, amounths' 1950 A70 Hampshire, heater, radio in immaculate throughout: £339. — Cavendiah Motors, Cavendish Rd., N.W.6. Willesden 0046.

MOTORS CAVENDISH Rd., N.W.6. Willesden 0046. [C112]

A Z MOTORS offer 1952 Hereford de luxe sun
radio, heater. exceptional value; &4251—Falmerasion
Rd., N.W.6. Mai. 4723.

NG., N.W.5. Mail. 4723.

1953 | Hereford de luxe, black, tan leather, sun battery, excellent tyres, low mileage, beautiful condition, one previous owner: £400.—Truelove, 5661.

Eastern Ave., Ilford, Essex, Valentine 2506. [561]

CAR MART, Ltd.

SOLE London Austin distributors.

£650 —Austin A90 Westminster de luxe saloon heater, extras, reg. January '56, 6 months' CAR MART, Ltd. 320, Euston Rd., N.W.1. Euston 1212.

H C. PAUL, Ltd.

1955 Austin A90 Westminster, black, radio, heater taxed year; £375.—33, Bruton Place. Berkeley Square, W.1. Mayfair 0821-2.

H. A. SAUNDERS, Ltd., offer:-

1956 Austin A90 de luxe saloon, belge, green up holstery, recorded mileage 18.047, heater H A SAUNDERS, Ltd., 856-842, High Rd., North Pinchley, N.12. Hillside 5272 (8 lines). [C4092

1952 Austin A90 saloon, excellent condition; £415.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3 Hampstead 8676/7779. [C4016

AUSTIN A90 & A90 (6-cylinder)
WEYBRIDGE AUTOMOBILES offer:—

1955 Austin A90 Westminster saloon, black with red interior, fitted heater, one owner, exwellent condition throughout: £585.

EYBRIDGE AUTOMOBILES, Ltd., 50, Rd., Weybridge, Surrey. Weybridge 2253

SEYMOUR & CLEMENTS, Ltd., offer:-

1955 (June) Austin A90 saloon de luxe, beige, any exam. £565.—38. Watford Way, Hendon Central, N.W.4. Hendon 9111

1950 A90, hard top, immaculate; £375; h.p. terms. [C1134 A USTIN Atlantic A90 convertible, 1951, white, 18.000 miles on new engine, new brakes, hood, radio, heater; £395 or near offer.—Edgware 1755. [8893

heater: £395 or near offer.—Eggware 2.02.

£389:!!-1990 Austin A90 convertible, late owner wealthy enthusiast recently spent over £30 overhauling this vehicle.

L AMES OF WOOD GREEN (Established 1897).—100

L cars; 5 months' written guarantee; exchanges; hire purchase.—421-425. High Rd., Finchley. Finchley. (C3052)

1949 A90 automatic foursome coups, guaranteed; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519.

1951 Austin A90, heater, radio, in excellent dition throughout: £425.—Cavendish McCavendish Rd., N.W.6. Willesden 0046.

1955 (July) Austin A90 saloon de luxe, 26,00 miles; £580.—Vandervell Bros., Ltd., 215 Haverstock Hill. N.W.3 Swi. 4441. 26,000

1957 (registered) Austin A90 de luxe saloon, 5,000 —348, King St., Hammersmith, W.6. Riv. 2837-8.

VORY Atlantic electric convertible, reg. 1982, hood. X tyres, radblind, heater, excellent mechicondition: £350 o.n.o.—Oaklands Farm, Frensum 380.

Condition, 2500 0.10. - Channel First Condition, 2500 0.10. - Channel First Condition, unmarked, 2550.—Portses Motors, Ltd., 142. Finchley Rd., N.W.5. Opposite Finchley Rd. Tube Station. Ham. 9661. (C311)

XXX 1956 Austin A90, heater, clock, wing mirrors, pass light, black, red interior, low mileage; £635; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St. Epsom. 761. 5611.

Sell.

SPORTS Atlantic, late 1951, all-round vision, 4Scylinder, twin carburettors, X tyres, telescopic steering col., fast, heater, superb condition, written guarantee; £395; demonstration any timel—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pril. 2647, [6750]

£565—1956 model Austin A90 Westminster saloon, fawn, fawn and green trim, heater, spotlight, windscreen washers, etc., new engine fitted 10,000 modes ago, unworn set of Michellh X's in beautiful Garage, Haverstock Hill, N.W.3. Guilliver 2662 [C2093

CAR MART, Ltd. AUSTIN A95

SOLE London Austin distributors.

\$\frac{\text{G925}}{\text{--Austin A95}}\$ Westminster de luxe saloon heater, reg. April '57, 6 months' guarantee.

\$\text{CAR MART, Ltd., Gloucester House, 150, Park Lane W.1. (Corner of Piccadilly.) Grosvenor 5344.

JACK BOND (VINTAGE AUTOS) offer:-A95 Westminster, 11,000 miles, many extras, un-marked: £865. VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bays-water 5922/8350.

1957 Austin A95 Westminster saloon, radio, etc... Wester a new car, exchanges, etc...-Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326.

£999.—1958 model Austin A95 automatic, 2,700 miles, radio, many extras, completely as new.—Tel. after 6 p.m. Torquay 25087.

Tel. after 6 p.m. Torquay 25087. 18813 1958 Austin A95 de luxe saloon, automatic. 8,000 miles; £1,095.—British & Colonial Motors Ltd. 77, St. Martin's Lane, W.C.2. Temple Bar 5588. (Cl027)

R. HARDY & SONS offer:

1957 model Austin A105, duo-grey, grey and red property of our managing director, whole car as new £1,095.—52-55 Marylebone High St., W.1. Hunter 0942, 1970.

H. A. SAUNDERS, Ltd., offer:-

1957 Austin A105 de luxe saloon. duo-grey, red upholstery, recorded mileage 15,596, heater, automatic gear box. £1.050. heater, A. SAUNDERS, Ltd., 935-842, High Rd., North Plinchley, N 12. Hilliside 5272 (6 lines). [C4092

1957 Austin AlO5, overdrive, heater, etc., one owner; £325.
The BUCKS MOTOR Co., Gt. Western St., Aylesbury Tel. Aylesbury 2264.

1957 heater, immaculate; £930.—Woodsgate Motors, Pembury, Tun. Wells. Tel. Pembury 130. [6765]
1957 A105 saloen, radio, overdrive, many extras; A105 saloen, radio, overdrive, many extras; A105 saloen, radio, overdrive, many extras; Called Honor Company (1975) A105 saloen, radio, overdrive, many extras; A105 saloen, radio, overdrive, many extras; [61027]

St. Martin's Lane, W.C.Z. Issues & \$915 - May 1957 Al05, heater, radio, overdrive, \$915 - L400 miles, grey and ivory, immaculate. —Boldsworth Ind., Ltd., Trafalgar St., Burnley 5188, [8580]

1958 Austin A105 de luxe salcon, court grey/red, automatic transmission; £1,255.—H. A. Saunders, Ltd., Austin House, Brand St., Hitchin. Hitchin 2551.

CAR MART, Ltd.

SOLE London Austin distributors

£695 -Austin A135 Princess saloon, sliding head, heater, radio, reg. October '54; 6 months' CAR MART, Ltd., \$20, Euston Rd., N.W.1. Euston [C1039]

1951 Austin Princess saloon, bottle green; £545. W.6. Tel. Riverside 6677-8. [C2043

1954 Austin Princess DS5, fitted overdrive, radio.

Princess DS5, fitted overdrive, radio.

COUNTY CARS. Ltd., 3, Oldham Rd., New Cross.

Manchester, 4. Central 9297.

A & S Ltd. A.125 and A.135 L.W.B. seven passenger cars. See under Limousines
A LPE & SAUNDERS LTD. (Limousines Purchased).
Providence Court. North Audley Street. (Near Selfridges). MayTair 2941.

Frieges). Manyiant serve.

HEARBEST We are building deck and bearers on the
HPrincess and Sheerline chassis Inspection invited.

A Station Approach, Kew Gardens, Richmond 1161.

[C1102]

1950 Austin Princess saloon, grey, heater; £495.— Richard France, Ltd., 245. High Rd., Totten-[C2118]

£366 vehicle only needs one description, vhois and runs like £1,500 motor car.

LAMBS OF WOOD GREEN (Established 1897); 100 cars. 5 months' written guarantee; exchanges, hire purchase.—421-425, High Rd., Finchley. Finchley 6222 ey 6222

1955 Austin Princess saloon, small mileage, black, immaculate condition; £1,235.—Luke & Hogg, East London St., Edinburgh. Wav. 5019. [8784

Hogg, East London St., Municipal Media, 1951 model Austin Sheetline, metallic grey with matching interior, radio, heater; £435.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031.

A USTIN A135 Princess saloon, radio, heater, 21,000 miles; £1,295.—British & Colonial Motors Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1954 Austin Princess touring limousine, electradio, washers, one owner from new, chauffeur tetaxed, bargain; £875.—Ruislip 4348.

1951 (September) Austin Princess saloon, black original; £595.—Central Basingstoke Motors, Ltd. Brook St. Tel. Basingstoke 2468.

1952 May Princess Saloon, hide, loose covers May Princess Saloon, hide, loose covers Loose Saloes Ltd., Providence Court, North Audley Street, W.I. (Near Selfridges). Mayfair 2941 (C100

A LPE & Austin A125 and A135 Cars Wanted & SAUNDERS. Ltd.. require L.W.B. Limousines and Saloons in above average condition. A & S Ltd., Providence Court, North Audiey Street (Near Selfridges). Mayfair 2941. [W1006]

XXX Excellent cash price offered for good At A125 and A125 limousines.—H. F. Edw. 28-54, Upper High St., Epsom, Surrey. Epsom 5 MAXIMUM prices paid for good condition ion wheelbase Princess and Sheerline limousines, als

nger saloons.
ALPE LIMOUSINES, 50, Marylebone High St...
Weibeck 1124. (W1103

AUSTIN HIRE CAR

A & S Ltd. 16hp Hirecars and 13-seater Omnicoaches. See under Limousines.

A LPE & SAUNDERS, Ltd. (Limousines Purchased).

A Providence Court. North Audley Street. (Near Cito6). Mayfair 2941.

I IMOUSINE 16hp hirecars; see cur selection 1951/ 1955 under Limousines.

JACK ALPE, 50, Marylebone High St., W.1 (near Baker Street station). Welbeck 1124. [Cl103

A LPE & SAUNDERS, Ltd., require 16hp Hirecars in good condition.

A & S Ltd., Providence Court, North Audler Street (near Selfridges). Mayfair 2941. [W1006]

Austin Missellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers highest cash prices.—Hampstead High St., N.W.3. Ham.

A30. 35, 40, 50, 55.—Tel. Euston 7277. WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—
Tel. Weybridge 2233. [0541/R]

1956-7 A90 (6-cyl.) or A95 saloon, give particu-price for cash (no dealers).—Box 707, Smiths Library, Teignmouth.

Austin Spares and Service

FOR Austin.—Wimbledon for everything Austin: sparce pre-war and post-war exchange units from stock: also 5.4 B.M.C. diesel sparce parts and conversion sets as ctock; Saturdays till 6 p.m.; night sparce parts and conversion sets as ctock; Saturdays till 6 p.m.; night sparce parts and conversion with the stock of the sparce parts of the sparce pa NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision; ORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [6223]

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STOCKS for all

TOCKS for all models, cars and trucks.

S. O. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New (0374 R

THE CAR MART, Ltd.

ONDON distributors.—Spare parts for all model cars THE CAR MART, Ltd., Welsh Harp, Edgware Rd.
T. N.W.9 (Hendon 6500); and 16. Uxbridge Rd.
Ealing, W.9 (Ealing 6600); and 529, Streatham High
Rd. S.W.16 (Streatham 0054); 185. Bromley Rd., Cabford, S.E.6 (Hither Green 6111).

A USTIN genuine spares and specialist service in the West End.

S. MORRIS & COMPANY, Cleveland Garage, Cleveland St. Tel. Mus. 1952. [0500 R

A USTIN spares, all models, keenest prices.—Witham's, 16, Balham Hill, London, S.W.12. Batterses 520.

HAMMERSMITH, W.6.—Rogers Garages; W. W.6. Riv, 2644. Engineers, sales and service... (83054)

TANNER BROS. (1918), Motorworks and Conchworks, appointed B.M.C. repairer, 871-5, Fulham Rd., S.W.6. Renown 4494-6. [0899 R

USTIN 7 spares, any year, any part, larg lists in U.K.; exchange units; try Northw Newington Causeway, S.E.I. Hop. 2832/2 A USTIN parts and components for cars, vans and Stockists, Longbridge House, Bedfont, Feltham, Middlest, Tel. Feltham, 6644 (5 lines).

C. G. NORMAN (VICTORIA), Ltu., authorised Austin main spare parts stockists; service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.I. Vic. 2211.

S.W.I. vic. 221I.

PRYNN & STEVENS, Ltd., the South London Associated the depol.—Full range of parts and units in asociate containing enginest; gear boxes, pumping the providers and service to B.M.G. exclusively.—57, Acre Lanc. S.W.2. Brixton 1155.

REG TIMMS Offer:-

1955 Austin-Healey 100, finished in piliar-box red with red leather interior, fitted many extras, including heater, overdrive, twin pass lights, twin exhaust outlets, screen washers, soft top and hard top which cost £80 extra, and new tonneau cover, one owner from new, moderate mileage, in first-class condition: £765: hire purchase; part exchanges; demonstration anywhere.—28-30, Hightown Rd., Luton, Beds. Tel. Luton 3954-5. COOMBS & SONS (GUILDFORD), Ltd., offer:

A USTIN-HEALEY 100 sports 2-seater, finished in divory with red upholistery and fitted with over-drive, wire wheels, radio, heater, etc., July 1955, exceptional condition; £725, COMBS & SONS (GUILDFORD), Ltd., Portsmooth Rd., Guildford, Surrey. Guildford 62907-8-9, (C1087)

100/6 black-red, wirewheels, heater, 9,800 m August 1957; £925, perfect.—Box 627

1955 Austin-Healey, new tyres, absolutely late, 26,000 miles only; £625. Biddulph, Staffs, Tel. 3108.

1955 (July) Austin-Healey hard top, r kheels, 21,000 miles; £685.—Vanderv Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. 1954 Austin-Healey 100. blue/blue, fitted hardtop. Oxshott Garages. Tel. Oxshott 41. [8921

Oxshott Garages. Tel. Oxshott 41.

1954 Austin-Healey. colou. Ivory. low mileage. Probably the finest example available. unmarked: £675.—Portses Motors. Ltd., 142. Pinchley Ed., N.W.S. Opposite Pinchley Road Tube Station. Ham. 9661.

1955 Austin-Healey BNI Le Mans engine mods. 15,500 miles only, 2 careful owners; £750, Jarvis A guarantee.—Jarvis & Sons, Liberty 8221/Wimbledon 2526.

1955 Austin-Healey 100 sports, black and red/red luggage rack, wing mirrors, spot lights and may others immaculate; £695—Central Newbury Motors, Ltd. Tel. Newbury 2000

Tel. Newbury 2000

[C115]

H. BARTLETT, the Austin-Healey luyers.—Austin

J. Healey 1957, overdrive, heater, etc., £1,025; Austin

Healey 1956, BN2, £775; Austin-Healey 1954, £625

Austin-Healey, special coupe, £575.—27, Pembridge

C1011;

C1012.

Citols 505 gns.—Austin-Healey 1954 auper-aports 2-seater, red and ivory, red leather, overdrive, heater, screen washers, exceeling condition, written guarantee, and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041.

Austin-Healey Cars Wanted

NEW Austin-Healey Sprite required; cash payment.
Oreenways, 81, Alresford Rd., Winchester.
[W4087

XXX Excellent cash price offered for Aus.in-Healey.—H. P. Edwards
Great Titchfield St., London, W.1. Langham for good 154.

BENTLEY (31, 41-litre and New 41-litre)
RODNSY HOWARD & Co., Ltd., offer:—

1948 (Nov.) Bentley S.S. saloon, in good condition and well worth the money: £895.—16, Albertals, London, W.1. Hyde Park 7166, [C2136]

BENTLEY (31, 41-litre and New 41-litre)

M CAR MART, Ltd.

OFFER with joint manufacturer/retailer guarantee. £2750.—Bentley R-type saloon, automatic gearbox, Reg. July '54.

CAR MART, Lid., Gloucester House, 150. Park Lane.
W.1. (Corner of Piccadilly). Grosvenor 3434.
(C1039)

EFS offer:—
1951 Bentley sports saloon in silver grey, large dition; 21,425, more small boot, one owner, excellent condition; 21,425, more small boot, one owner, excellent condition; 21,425, more small boot, one owner, excellent conditions. Esher. Ef S. MOTORS, Ltd., Ringston By-pass, Esher. [C2112]

H. C. PAUL, Ltd.

H C. PAUL, Ltd.

1953 Bentley R-type saloon, grey. TN series, 28,000

1953 Bentley R-type saloon, grey with grey incordition; £2,250.

1953 Bentley R-type saloon, grey with grey incordition; £2,250.

1953 Bentley R-type saloon, grey with grey incordition; £2,250.

1953 Bentley R-type saloon, grey with grey incording the grey with grey hide, 40,000 miles, in first-class condition; £2,395.

1951 Bentley Mak VI Park Ward power operated convertible coupe, long wing, tan, major overhaul is nexcellent order; £1,255.

1950 Bentley standard steel saloon, black, very late delivery, in excellent order; £1,255.

1950 Bentley Freestons & Red, 600 miles, a very beautiful act; £1,650.

1949 Freestons and Webb saloon, full flow oil system, black, grey interfor; 28,000 miles only, recent complete overhaul is Bentley Motors; £1,365.

1947 Bentley standard steel saloon, due grey, blue miterior; £355.—32, Bruton Place, Berkeley Square, W.I. Mayrahr 0621-2. [C3040]

H. R. OWEN, Ltd.

1956 S series saloon, black with tan hide, one owner, 10,780 miles; £4,250.

1955 S series saloon, Tudor grey with maroon, 46,500 miles; £5,650.

1954 green with tan hide, £3,250 miles; £2,550.

OFFICIALLY Appointed Retailers.—17, Berkeley St., W.I. Tel. Mayfafr 9060.

JACK SMITH offers:

1953 Bentley TN series R type, black with brown super's condition; £2,150. 5.

1953 Bentley R type s., saloon, pear grey/black, addition throughout, £2,050. 25, Bruton Place, Berkley Q., w.l. Tel, Rayrair 0861.

CROWN GARAGES offer:-

1948 Mk. VI S.S. saloon, excellent history, superb order; £925. 1938 44 Park Ward sports saloon, excellent chassis; £595 drop head coupe, exceptional condition, £625. CROWN GARAGF3, Albany St., N.W.1. Euston 1032.

ALTWOOD GARAGE offers:-

1952 Mk VI Bentley SS alloon, big bore, grey/grey owner, taxed year in excellent condition throughout and guaranteed.

LITWOOD GARAGE. Altwood Rd., Maldenhead. Tel. Littlewick Green 70, evenings and week-ends, Littlewick Green 5076.

SWANMORE GARAGE offer:-

1938 LS series pillarless razor-edge sports saloon interior. a very attractive and unusual example in superlative condition, fitted radio and extra horns, full history available shortly: 6404—Christchurch Rd., Boscombe East. Southbourne 45544.

GLANFIELD LAWRENCE offer:-

1950 Mark VI, black, chauffeur maintain Rd., N.12. Pinchley 0091.

JACK BOND (VINTAGE AUTOS).

SPECIALISTS in Bentleys with unusual coachwork. ENGLAND'S finest selection.

VERY car immaculate and guaranteed.

1938 4½ top hat saloon, magnificent coachwork, maculate, good history; £659, a good history; £659, good history; £659.

1-litre close coupled fixed head coupe, napier green, magnificent specimen; £545.

URGENTLY require to purchase Bentleys with unusual coachwork.

Officers only employed.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/8350.

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BENTLEY (31, 41-litre and New 41-litre)

ACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

ARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Maylair 7444 (open until 7 p.m.).

FRANCIS MOTORS, Ltd., offer:--

1952 Bentley Mark VII, big bore, small boot, black and silver with brown interfor.—Prancis Motors, 395, Humberstone Rd., Leicester. Tel. 66304.

SWANMORE GARAGE, Ltd., offer:-

Bentley sports saloon by H. J. Mulliner, history and exemplary condition; £1,325.

1950 July 44 Bentley SS saloon, grey black and well conditioned example: £1,285.—1176-1180. Christchurch Rd. Boscombe East. Southbourne 45344.

CHIPSTEAD MOTORS, Ltd., offer:-

1939 overdrive Park Ward pillarless saloon, finished in olive green, with beige hide interior. genuine mileage, believed to be 56,000 only. A UTOMATIC, 1953-4, Tudor grey with bige has all refinements, just serviced and passed by distributors, specimen, one owner, £2.585.—142. Beliand Fark Ave., W.11. Fark 2443-6.

R USSELL MOTORS offer Bentleys:-

1952 (October) R type Standard steel, excellent Bentiley history. R USSELL MOTORS (KNIGHTSBRIDGE). Ltd., 47, [C3060

ARTHUR MULLINER, Ltd . offer:-

1939 44-litre Bentley with most attractive razor-and Webb, FR. 64/41939, finished in black with brown leather upholstery, carefully maintained and in first-class condition, further details and photograph upon request.—Bridge St., Northampton. Tel. 507, [6534

WEYBRIDGE AUTOMOBILES offer:-

1951 41/2 Bentley saloon: £1,295.

1949 44 Bentley salood, black and maroon;
A NUMBER of others are available, full details on application to Queens Rd., Weybridge. [C4094] JAMES TAYLOR AUTOMOBILES offer:-

1951 Bentley S.S. aun saloon in Shell grey/red hide interior, radio and heater, taxed year, could easily be mistaken for a new car; £1,495—Findon Rd., Worthing, Sussex. Findon 3022. [C4027

B. J. HUNTER Ltd., Austin agents, offer:-

1949 registered Bentley James Young sports saloon, fitted radio, carefully used; £1.250.

B. J. HUNTER Ltd. 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305.

BENTLEY 1935 for sale, reasonable pilce, good condition.—Tel. Brighton 61666. [8639]

1954 type, 17.000 miles; £5,650.
1952 Bentley Mark VI E. D. Abbott (continental 1952 Bentley Mark VI big bore, one owner, perfect throughout; £1,785.
1936 Esnelley 3½-litre Park Ward sports saloon; Bentley 5½-litre Park Ward sports saloon; £2,170 Experiment St., Parnham Tel. 4675-4.

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers. HOWROOMS: 18, Berkeley St., London, W.I. May-fair 6266. SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

1956 Bentley Series S saloon, dual green with beige upholstery; £3,800.—Newbury Motors, Manor Lane, Halesowen. Tel. 1641. [C3146]

BENTLEY R-type, 1953, full history, grey, immaculate condition throughout; £2,150.—Poland Street Garage, 51, Poland St., W.1. Ger. 9010. [C5138]

1953 Bentley R-type saloon, black with beige leather, superb condition throughout —Desborough Park Autos, High Wycombe 3113.

1952 41/1-litre saloon. moderate mileage, immacu-late: £1,695.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

1952 Big Born saloon, small boot, black with grey hide, one owner, excellent condition; £1,350.

—Birmingham South 3018.

BENTLEY 31/4-litre BDP, first reg. 1937, recent engine overhaul, cream and black, open tourer; 2350.

Richards, 8, Rowse Walk, Radlett, Herts. [8630]

1937 Bentley 4/4-litre 4-door sports saloon by throughout: £375 THOMPSON-DOXEY, Ltd., 109 & 139, Eastbank St., and 121, Sefton St., Southport. Tel. Southport 56894,

BENTLEY 314-litre VDP, first reg. 1937, recent engine overhaul, cream and black, open tourer; 2350.—Richardson, 8, Rose Walk, Radiett, Herts. [8610

G & M ALFREDS (1936), Ltd., 1951 series (Dec. silver. radio, heater, new Dunlops, superb order, distory, one private owner; £1,265,—8-7, Warren St., W1. Euston 3268.

BENTLEY (31, 41-litre and New 41-litre)

BENTLEY, 1936 3½-litre, FC series, Freestone & Webb razor-edged saloon: £475.—U, J. Emms. Ltd.
Hotham Lodge, Charlwood Rd., Putney, S.W.15, Tel.

[C2123

£1250 | !!—Bentley Mark VI saloon de luce this maintained and serviced by Bentley Motors all its life with full history.

LAMBS OF WOOD GREEN (Established 1897). 100 Loars, 5 months written guarantee exchanges, hire purchase.—421-425, Bigh Rd., Finchley.

1947 Bentley, James Young 4-door sports saloom. Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184.

1951 Bentley James Young special sports salogs at A75.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1 Tel. Belgravia 3721.

CASS'S MOTOR MART.—Bentley 4½ Park Wa saloon, recent comprehensive overhaul, histor £595; exchanges; extended terms.—5, Warren St., W. Euston 4110/3523. Ward

1953 Bentley Mark VI TN series, standard steel saloon; immaculate condition; £1,995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.I. Tel. Belgravia 7221.

1954 Bentley R type saloon, finished in dual tone shell and Tudor grey, automatic gear box. full history and excellent condition; £2.600.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloan 1553-1709.

1948 (Dec.) Mk. VI saloon by Freestone & Webb.
bodwork colour black and brown, taxed; El.250.—
Station Garages (Amersham & Chalfont), Ltd. Amersham 870.

1938 Bentley Park Ward sports saloon, 76 miles since new, with 2 careful owners, with 2 careful owners, Enstane, 205, Relson House, Dolphin Square, 8, Tate Gallery 1975. 70,000

1950 Bentley Mk. VI standard steel saloon, black new full-flow engine, fitted at 55,000 miles, all history available; \$1,250.—J. O. Enctane, 203, Nolson House Dolphin Square, S.W.J. Tate Gellery 1975.

1951 Bentley left-hand drive standard steel saloon completely overhauled by Bentleys, '56 features, '500 miles only since overhaul, bills with Bentley history, one owner, terms, exchanges, Palmers, '5, Russell Garden Mews, Kensington, W.14.

Bendary Instaty, the Garden Mews, Kensington, W.14.
Park 9704.

BENTLEY (PRE-1931)

BENTLEY 1925, blue label, red label engine, long chassis, tourer, excellent order; £180.—E. 18, Walpole Ave., Goring, Sussex. [8580]

Bentley Cars Wanted

CASS'S MOTOR MART require good Bentleys.-5. Warren St., W.1. Eus. 4110/3523. [W1040 R type T.M. series, low mileage.—Chipstead Motors. Ltd., 142, Holland Park Ave., W.11. Park 3445/6.

XXX Excellent cash price offered for good Bentleys.

-H. F. Edwards, 28-34, Upper High St.
Epsom, Surrey. Epsom 5611.

WANTED urgensly: 1951-52 big-bore 8.8, saloon. Bentley Mk. IV, moderate mileage and service with the story, good price paid for a genuine car.

A.T.WOOD GARAGE, Altwood Rd., Maidenhead.

T.i. attlewick Green 70: evenings and week-ends. Littlewick Green 3076. [W1107

GEORGE NEWMAN & Co., purchase for cash post-war Bentley cars.—369 Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023 DUNCAN HAMILTON & Co., urgently require post-war Bentleys.—II. High Rd., Byfleet, Surrey, Byfleet 3101. [W1091

ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

WE will buy or part exchange your Bentley for a new one.—Loxhams, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0836/R

WEYBRIDGE AUTOMOBILES. Ltd., official retailers; attractive prices paid for low-mileage post-war Bentley cars.—Queens Rd., Weybridge. Tel 2235.

ARNESTON MOTOR Co., Ltd., want to purchase 1949/1952 Bentley s.s. saloon, highest price for really well kept car.—28, Albemarie St., London, W.I. Hyde Park 9525.

Bentley Spares and Service
JACK BARCLAY (SERVICE), Ltd. See page 85.
[S1082/R

CHARLES FOLLETT, Ltd., officially appointed re-tailers and repairers. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Eigin Ave., W.9. Tel.
Cunningham 5936-7-8. [0593/R]

LL sparce, new and secondhand, for all pre-war Rolls, Bentley cars; all repairs and service; specialists in the repair to damaged engines.—Cromp-ton, 69, Westow St., Crystal Palace. Tel. Livingstone, 69, Westow St., Crystal Palace. Tel. Livingstone

1957 Berkeley Sparts 2-seater, in red, 8,000 miles
PHENIX MOTOR Co. (SURREY), Ltd., Phoenix
PHOUSE, High St., Sutton, Surrey. Vigilant 0161.

1957 Burkeley, works mileage: £445.—Basil Roy, Ltd., 161, Great Pertland St., W.1. Lampham

B.M.W.

1955 B.M.W. 502 2.6-litre 8-cyl. Ind saloon, black with fawn continuous performance and handling characteristics, cost over £5,000 remarkable value for £1,195; exchanges, deferred terms.

1961 S. TRUSGOTT, Ltd., 175, Westbourne Grove, J.W.II. Bayswatcr 4274

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BORGWARD Combi estate car 1956, low mileage;

BORGWARD Combi estate car 1956, low mileage; \$258.

METCALFE & MUNDY, Ltd., 260, Old Brompton Rd., London, S.W.S. Fre, 5471, 0186-7. [C3064]

1958 Borgward Combi Station Wagon, 2,500 miles only; £1,150.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 431/2/5, offer:—
1958 (February) Borgward TS coupe, one owner, London, Carlon, Carlo

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1958 two-tone brown and white interior, 5,000 miles only, fitted radio, in brand new condition; £1,425.

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BLACK & WHITE GARAGES for Borgward cars, distributors Worcestershire, Herefordshire, South warwickshire; spares, service, accessories, part ex-

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BRISTOL 405 saloon, '56 model with '57 modifica-tions, nominal mileage, radio, heater, many extras, Chinese Ivory/blue Interior, specimen.
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SIMPSON'S MOTORS (WEMBLEY), Itd., Tel. 8691/ 5905. 345, High Rd., Wembley; for full list see under American Cars. (C4015

1951-2 Super Riviera sedan, r.h.d., radio heater, one owner.—Mervyn Au Kensington 8862 or Welbeck 6655.

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CNK MOTORS urgently require Citroens models -553, Finchley Rd., N.W.3.

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One owner, £225; also 1957 4-door 4-seater de luxe coupe, colour red, coupe, one owner, £25; also 1957 4-door 4-seater de luxe coupe, colour red, coupe, one owner, £35.

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(Heunslow 0011.)

J. H. BARTLETT.—D.K.W. 1956 2-door saloon, special sunshine roof, radio, Michelin X tyres, exceptional condition; £775.—27, Pembridge Villas, W.11. [C1015]

DKW—1940 all-metal fixed head saloon, a very rare and outstanding model, just about to be rebuilt for the saloon and overhauls; terms, exchanges, tid., for D.K.W. and overhauls; terms, exchanges, tid., for D.K.W. and overhauls; terms, exchanges, etc.—42, 2016.

SONDERKLASSE coupe, 1955, superb unmarked order, extras, written guarantee, very fast, A.A. Inspection welcome: £695; demonstron any time!—Farrant & Frazer, 10, Winchester Mews, N.W.S. Pri. 2647.

J. H. BARTLETT.—Ferrari, 12-cylinder 2-litre, special 125 m.p.h., drop head coupe, cost approx. £8,000, now offered at £975.—27, Pembridge Villas, W.11. Bays-vater 0523. FIAT

A NTHONY CROOK, all new Flats from stock 10 used cars, types 500, 600, 600 Multipla utility, 1100.—Distributors, High St., Esher. Tel. 450, (Closs

CNK 1957 Flat 600 saloon, heater, grey, low mileage, outstanding value; £435,—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

S&S MOTORS offer:-

& S MOTORS, Fiat Agents; all new models from stock MOTORS, Fiat specialists; service, exchange units and spares.
& S —Fiat 600, 1956, excellent condition; £495.

S&S MOTORS, London's Fiat specialists, have become arranged all above.—18, Leinster Terr, W.2. [Os000]

W. N. ROAKE AUTOS offer:-

1957 Fiat 600 convertible, heater, one ow through through through E515.—24, Widmore Rd., Bromley, Kent. Ray.

BEART & Co., Ltd. offer:-

955 Belvedere station wagon, grey, well main-tained example of this very economic car; 450,-102, London Rd, and High St., Kingston-on-hames, Kingston 5348. DAVY, Ltd., Piat and Simca distributors.

957 Fiat 600 convertible, one owner, 6,000 miles superb condition, comprehensive guarantee

565. 1955 Fiat 1400. radio, seat covers, excellent con-505 dition; £595. 180-184, Kensington High St., W.S. Wes. 7181. 215, Brompton Rd., S.W.S. Knl. 4215. [C1069] 957 600cc grey with heater. 8,000 miles: £550.— W.20. Malden 3666-7. Kingston By-pasa. [C2113] DISPATCH MOTORS, Ltd., offer: -

1957 1400B, 2-tone, very low mileage: £845.— Borough High St. S.E.1. Wat. 5991. [C1164 RICHARDS & CARR, Ltd., are always best value.

1957 500 convertible, 1958 engine modifications effected by factory, virtually new; £445, and the factory of th

1955 (March) Fiat 1400, grey, beige interior, VORING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey, Woking 4277, (C4057

CVR C. V. Rushmer Automobiles, the Flat CVR 1957 1900B, 10.000 miles one owner, as new 1958 500 convertible; £475.
CVR 1956 600 saloon, 5.000 miles, one owner. £495.
CVR C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park \$731. [C306]

1955 Piat 1100. radio, many extras, low mileage;
A. FREEMAN Ltd., Grosvenor Garage, Burnage 2274.

1954 Fiat 500 Belvedere station wagon, immaculate; £345,
Fiat 100, absolutely like new, one owner,
heater seat covers, many extras; £625; h.p.;
months' guarantee, exchanges.
PREMIER MOTORS, Fiat Distributors, 295, Lewisham
High St. S. £13, Lee Green 1051.

1957 Fiat 1400 A. as new £795: 1955-6 1100.
1956 Soo Alexandra conversion. numerous extras.
JACK WILLIAMS MOTORS, Ltd., 169. Priory Rd.,
Hornsey, N.8. Mountview 5228. (CH1)

1956 model (Oct. 55) Flat 600 saloon, 18.000 R. S. MEAD (SALES), Ltd. 42, Queen St., Maidenhead 5431.2 [C3011

1955 Fiat 600 saloon, an ideal economy car and year well maintained: £435, low mileage and FERRARIS excellent order: £50.

FERRARIS excellent order: £50.

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MAYFAIR GARAGES, Ltd., will efficiently satisfy your requirements for new or guaranteed used USED examines for new or guaranteed used USED examples.—1955 1100 Millecento sterile. Sci. 1957 convertible saloon; £550; ditto landous £655; 1355 500 onvertible saloon; £550; ditto landous £655; 1355 500 describle coupes, £350; £655; 1959 500 describle saloon, £165; ditto coupe, £165; any make taken in exchange; full list and literature on request to:

AYFAIR GARAGES, Ltd.—Fiat showrd Sats. 9-5.

1956 (late) Fiat 1100 saloon, almost new condi-chester. Tel. 4965. Ltd., Southgate St., Win-[Cloto]

chester. Tel. 4909.

SEVERAL Flat demonstration models available, low mileage, perfect condition.—Apply Flat (England). Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, (2076 R £545.—Piat 600 convertible, showroom condition, radio, heater and chromium Ace Rimbellishers.—May-fair 8200,

1940 Fiat 500 convertible 4-seater saloon, excelham), Ltd., 2c. Balbam Hill, S.W.12 (100 vod. Clapham South Tube). Batt. 1107.

AUGUST, 1956, 1100 saloon, green, 15,000 miles, one
owner, taxed year, looks covers and mats, spot
lamp, spare unused, immaculate; 2525,—Vandyke 2975.
10-4, Pollards 4502 evenings.

1958 séries Fiat 500, new type salo £445, terms, exchanges.—Corner Garage Blackpool. Tel. 26638.

FIAT 1100, cream and green, fitted heater, radio, screenwashers, loose covers, wing mirrors, engine overhauled; a 100% motor our throughout; e550.—Spicers Car Sales. Tel. Bitchin 2057.

1955 Fiat 1100 TV de luxe saloon, in duo tone, genulne 25,000 miles, cost £1,150, specimen car; £595.—Gibsons Sports Col. Lyndhurst Rd. Christehurch, Hants. Tel. Higheliffe £775. [C2109]

245 gns.—Fiat 500B 1949 convertible coupe, ohy exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampsead Tube). Hampstead (60).

1958 Piat 600 saloon, powder blue, wing mirrors the usual Piat extras, heater, underseal, headlamp hoods, windscreen saleers and overriders, 1,050 miles only, this car washers and overriders, 1,050 miles only, this car washers and overriders, 1,050 miles only, this car washers and overriders, 1,050 miles only to the piate of the

WANTED, TV model, by private owner.—Fawcett. (8812

Piat Cars Wanted

and later models urgently required.—38.
Kinnerton Street S.W.I. Beigravia 3711. MAYFAIR GARAGES, Ltd.—Top cash prices for Flats.—Bishops Bridge Rd., W.2. Amb. 1061, 10695/R ROWLAND SMITH'S, the Flat buyers: highest cash prices.—Hampstead High St. N. W. 3. Ham.

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FIAT genuine spares from Fiat (Engiand). Ltd., water Rd., Wembley, Middx, Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country.

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W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetston, N.20. Tell, Hillside 6621, offer:—1956 Anglis, fawn, heater; £495, hire purchase W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillside 6621. (C3042) A1 at Brown's.

1956 (June) Ford Anglia de luxe saloon, black heater, mirrors, spelal flashers, taxed year, practically unmarked; spelal flashers, taxed year, practically J. BROWN, Ltd., 559, Finchley Rd., Nw.3. (Citas)

PERRY'S OF HARROW.

HAVE an excellent choice of post-war Shp saloens PHONE Harrow 4282 and 9140 for details.

Weald, Middlesex (opp. Bus depot). [0090 Tr R . HARDY & SON offer:-

1957 Ford Anglia de luxe, fitted heater, grey, grey whole car in excellent condtion; £545, 524-55, Mayriebone High St., W.I. Hunter 0942.

WARWICK WRIGHT, Ltd., offer:-

1956 Ford Anglia saloon, grey, red upholstery, lo.000 miles; £495.
WARWICK WRIGHT, Ltd., Lord's Court, 8t. John's Wood Rd., London, N.W.8. Cunningham 8050.
ALSO at 505, Edgware Rd., N.W.2. Gladstone 0041.

1954 Ford Anglia saloon, black, heater; \$450. WARWICK WRIGHT, Ltd.

NAYLOR & ROOT, Ltd (Established 1920). 56 Ford Anglia de luxe, blue, fitted heater, 6,000 miles: £545 CLAPHAM JUNCTION, S.W.II. Battersee 2252, [C3022]

1956 Ford Anglia, fawn, 15,000 miles; £485.

DAVIS & HILL, Ltd., 101, Bromley Common, Brom-ley, Kent. Ravensbourne 2634-5. [C1129]

DAGENHAM MOTORS, Ltd., Ford main dealers. A FINE selection of Al Ford Anglias always available; phone for our list.—Used Car Dept., Periodical Spine 3398.

1956 de luxe, black, heater, 9,000 miles, one owner, citellent condition: £485.—Wanstead 6601. 1956 Ford Anglia de luxe, black, heater, as new 11,000 miles; £495.—Hale Motors. Tot, 7771, [C207]

1958 (February) Anglia de luxe, 2-pedal, radie, heater, w/a washers, wing mirrors, etc., 2,000 miles, as new; £600.—Tel. Western 9370.

1957 (July) Pord Anglia, 3.500 miles only, heater underseal, seat covers, interior light; £525.

Walton (Surrey) 6372 (evenings), 1682

£435 —1955 saloon, heater, 4-brane term Rd., Dunstable, Tel. 114, 12-16, Chil-[C3122

1956 (September) Anglia, black, as new, lice £485.-F. L. Cranmore, Ltd., Tel., 1956 Ford new Anglia de luxe saloon, or £465.—Austin House, Highfield. Green, London, N.W.II. Speedwell 0011.

1956 Anglia, black/red, with heater in perfect condition; £475.—Mr. Ltd., The Broadway, Mill Hill, N.W.7.

1957 (May) Anglia de luxe, grey/red trim, wing mirror, parking lights, 9,000 miles, taxed year; £535.—The Black Horse Garage. Richmond 6441 (C1116

1956 Ford Anglia saloon, grey/red, heater, very clean throughout; £495.—Trinity Cars, Ltd., dyke 1166.

PARADE MOTORS (MITCHAM), Ltd., offer:—1956

Ford Anglia, low milesge, superb condition; 2460; this must be the bargain of the week! Part exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM) Ltd., Monarch Parade, London Rd., Mitcham, Surrey.

1(C3036)

1957 Ford Anglia de luxe, heater, guranteed unused; E555.—Kirkdele Cars, Kirkdele, Sydenham, 6129.

395 ms.—Ford New Anglia 1954 saloon, Winchester blue, heater, wing mirrors, excellent condition, written guarantee; terms, Exchanges.—Rowland Smith

Delow.

245ms.—Ford Anglia 1949 saloon, black, seat
245ms.—Ford Anglia 1949 saloon, black, seat
list, Open 9-7 week-days and Saturdays.—Rowland
Smith, Hampstead (Hampstead Tube). Hampstead
6041. (24018

1955 Ford Anglia, green, fitted heater, screen miles only, maintained regardless of cost, has to be seen and tried to be fully appreciated; £450.—Miss Crawford. Vigilant 5195.

Ford Anglia Cars Wanted

R OWLAND SMITH'S, the Anglia buyers; highest
cash prices.—Hampstead High St., N.W.S. Ham.
(W4016/R

A1 at Brown's 1954 Pord Popular saloon, heater, trafficators, parcel tray, taxed year, Al guarantee; £295 W. J. BROWN, Ltd., 559, Pinchley Rd., N.W. 3. Ham. [C1025]

PERRY'S OF BOWES ROAD offer:-

1956 Ford Popular, black, extras; £350.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd. N.11, Enterprise 4404, [C3128

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Popular cars always available; 'phone for our list.—Used Car Dept., Perivale 3388,

3.45 sns.—Ford Popular 1956 saloon, black/red, paraantee; terms, exchanges.—Rowland Smith—below.
2.75 sns.—Ford Popular (October) 1954 saloon, fawn/
choice of 6; terms, exchanges, list, Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead
(Hampstead Tube). Hampstead 6041. (C4018

1956 Popular saloon, extras, 14,000 miles; £350.— Rawlings Tudor Garage, Ltd., 925-951, Ful-ham Rd., S.W.6. Renown 2281.

1954 (model) Popular, two owners, very clean, moderate mileage; £285.—Wilsons, 56, Acre Lane, Brixton 4011.

Lane, Brixton 4011.

1956 (Jan.) Ford Popular saloon, heater, 19.000 miles, superb condition, £307/10; another, 1957 (April) Ford Popular saloon, indicators, parcel tray, guaranteed 11,000 miles, like new, £347/10.

348, King St., Hammersmith, W.S. Riv. 2337/8.

Ford Popular Cars Wanted

ROWLAND SMITH'S, the Popular buyers; higher cash prices.—Hampstead High St., N.W.5. Ham [W4018/R

FORD PREFECT 1956 Ford Prefect de iuxe saloon black, red in-carefully used, 16,000 miles; only £525. W J BROWN, Ltd. 339, Finchley Rd., N.W.3. (Cl025/1

PERRYS OF HARROW.

HAVE an excellent selection of post-war 10hp saloo PHONE Harrow 4282 and 9140 for details.

Weald, Middlesex (opp. Bus depot). [0100/R CROFTON GARAGES, Ltd.

1956 Ford Prefect, black, perfect condition; £555. 1957 Prefect, blue, one owner, 11,000 miles; £585. —132, Whitechapel Rd., Bishopsgate 3593.

J. DAVY, Ltd., Ford dealers.

1953 Prefect, heater, luggage rack, reconditioned engine approximately 5,000 mlles, very good condition; £345, 1956 Prefect, one owner, heater, excellent condition; £515, ton: £515, Brompton High St., W.S. Wes. 7181, 180 —18, Brompton Rd., S.W.S. Km. 4215, [C1069]

CHIPSTEAD MOTORS, Ltd., offer:-

1957 de luxe, one owner, low mileage: £575.— 142, Holland Park Ave., W.11. Park 3445/6.

PERRY'S OF BOWES ROAD offer:-

1956 Ford Prefect saloon, grey, radio, taxed; £525. W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128 WARWICK WRIGHT, Ltd., offer:-

1956 Ford Prefect de luxe saloon, black, red up-WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cumingham 6050. A LSO at 303, Edgware Rd., N.W.2. Gladstone 0041.

1951 Ford Prefect saloon, black, fawn upholstery;
WARWICK WRIGHT, Ltd.

ALLAN TAYLOR MOTORS, Ltd., offer:-

1956 Prefect de luxe, very low mileage, taxed 1956 Prefect de luxe, very low mileage; £495.

H'0H St. Wandsworth, S.W.18. Vandyke 7222 (10 (C4104))

DAGENHAM MOTORS, Ltd., Ford main dealers. A FINE selection of Al Ford Prefects always available; phone for our list.—Used Car Dept., Perivale 3588.

1955 Ford Prefect saloon, heater, one owner, GEORGE NEWMAN & CO., 569, Euston Rd., London, C3025

1957 (April), grey/red, heater, 9,000 miles, as new: £545,—Little Chalfont 2461. [8783]

1957 Ford Prefect saloon, heater, 16,000 miles; BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027

1957 (June) Ford Prefect, grey/red trim, 4,800
1957 miles, heater, underseal, one owner; £\$45.
May) Ford Prefect de luxe, light blue/red, one owner, heater, 17,000 miles, taxed; £\$55.

—The Black Horse Garage, Richmond 6441. [C1116]

1957 de luxe saloon, heater, one owner, taxed immaculate; £575.—Bridge Motors, Le

1957 (September) Ford Prefect, de luxe, heater, low mileage; £575.—Robbins, East Putney. [C3010]

1953 Prefect, replacement engine recently: £350.— Jarvis guarantee.—Jarvis & Sons, Ltd., of Wimbledon, Liberty 8221 and Wim. 2526. [C2086]

1955 Ford Prefect saloon, black, heater, 8,000 miles only since new; £525.—Hale Motors, (C2077)

1956 Ford Prefect, one owner, very low mileage; N.W.6. Wilesden 0046. Cavendish Rd., [C1121]

1957 (May) Ford Prefect, black and red with heater, 11,000 miles; £545.—Herds Garage and Eng., Ashford, Middx. 2084.

1958 Prefect de luxe; list price.—Farnham Motor 4873-4. Downing St., Farnham. Tel. [C2110]

£250 111 Ford Prefect saloon, 1947 (Nov.), recent reconditioned engine, steering, etc.; mechanically reliable and a sound buy.—Jennings, Richmond [23103]

2525 -1956 Ford Prefect saloon de luxe. one owner, heater immaculate. - Arnotts arages, Ltd., Grange Rd., Willesden Green, N.W.10. [C1167]

1956 (Oct.) Prefect de luxe, blue, genuine mileage 5,980, heater, loose covers, undersealed, wing mirrors, overriders, taxed year, unmarked, as new throughout; £555.—Palmers Green 1441. [C3120

1958 (Jan.) Ford Prefect de luxe saloon, heater, supplied new by us, owner purchased larger car, as rew, 5 months' guarantee, total invoice when new just on £700; our price £615.

C&W East End Rd. Finchley N.5. Tel.

£275 | 11—1947 Ford Prefect 4-door saloon in quite and interior exceptionally dam, first class mechanically with loose covers, spotlight and almost brand new tyres. HILLWOOD MOTORS, 599/571, Watford way, Mill Froms open until 8 p.m. 7. Tel. Mill Hill 4232. Show-rooms open until 8 p.m. (C2106

345ms—Ford Prefect 1953 saloon, black, works reconditioned engine, excellent condition, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Gold. (74018

REG. TIMMS offers 1956 (Sept.) Ford Prefect de Riuse saloon finished dark green with red interior, fitted numerous extras which include overdrive, Alexander conversion, twin carburettors, 5 new tyres, heater, wing mirrors, speed clock and other extras, moderate milesge, first class condition throughout, ideal car for enthusiast; £555; h.p., part exchange—28-30, High Town Rd., Luton. Tel. 3954-5. [C4124]

28-30, High Yown But, Name State Cars Wanted

ROWLAND SMITH'S the Prefect buyers; highest cash prices.—Hampstead High St., N.W.S. Ham (W4018/R

FORD ESCORT

1956 Ford Escort, grey, heater, 17,000 miles, one owner, fully guaranteed; £499.—Wilsons, 36, Acre Lane, Brixton 4011.

1956 (March) Escort, fawn, heater, taxed to December; £485; one private owner, seen 2657 week-ends, nights or Box 6418.

FORD SQUIRE
12000 miles only. Ford Squire, blue, heater, one
GORDON CARS (LONDON), Ltd., 26, North End Rd.,
Golders Green, N.W.11. Spe. 4701. [8906

WARWICK WRIGHT, Ltd., offer:

1957 Ford Squire estate car, blue, fawn upholstery, heater, 13,000 miles; £595.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

CMI CAR CALES (Primrose 6623) offer:

1957 Ford Squire, low mileage; \$595.
3 months' guarantee, terms, list on application.—
[C1051]
[C1051]

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—1956 Consul Mark II, 1vory, heater; £695; hire purchase facilities available.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

A 1 at Brown's. 1956 Ford Consul Mark II saloon, fawn and red interior, heater, extras, well kept and maintained, 19,000 miles only, superb condition; £695.

1955 (May) Ford Consul saloon, black and red hide interior, heater, extras, beautifully kept and maintained AI guaranteed; £550.

V. J. BROWN, Ltd., 539, Finchley Rd., N.W.3. (C1025)

CROFTON GARAGES, Ltd.

1956 Mark II Consul, blue, 21,000 miles, very nice car, must be seen to be appreciated; 2695.—132, Whitechapel Rd., Bishopsgate 3393.

GLANFIELD LAWRENCE offer:-

1957 Ford Consul, blue, heater, 12,000 miles; £745. WARWICK WRIGHT, Ltd., offer:-

1955 Ford Consul saloon, black, red upholstery,
Warwick WRIGHI, Ltd. Lord's Court, 8t. John's
Wood Rd., London, N.W.8. Cunningham 6050.

CHIPSTEAD MOTORS, Ltd., offer:-

1957 Consul convertible, in green with 2-tone in-heater, recorded mileage 9,000 only, immaculate: £945. —142, Holland Park Ave., W.11. Park 3445.6. [C1046

COOMBS SERVICE STATION offer:-1956 Consul Mk. II saloon, in Corfe grey with red/white interior, fitted heater, etc., whole car in superb condition having covered only 12,000 miles in one owner's hands, £695 overed only 12,000 COMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62862. [C1158]

DERRY'S OF BOWES ROAD offer:-

1956 Consul Mark II saloons, choice of several colours available including 2-tone models W HAROLD PERRY, Ltd., Perry's Corner. Bowes Rd., N.11. Enterprise 4404. [C3128 NAYLOR & ROOT, Ltd. (Established 1920).

55 Ford Consul, Dorchester grey/red upholstery, fitted heater, one owner; £545.

CLAPHAM Junction, S.W.11. Battersea 2252.
[C3022]

CONSUL convertibles for immediate delivery.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green, N.W.11. Spe. 4701. [8912] DAGENHAM MOTORS, Ltd., Ford main dealers,

A FINE selection of Al Ford Consuls always avail-able; 'phone for our list.—Used Car Dept., Peri-vale 3388.

1955 Ford Consul, one owner, low mileage; £550. JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd. N.7. North 4441/6666. [C1036]

1958 Ford Consul de luxe saloon, 2,200 miles; £795.

1958 Ford Consul asloon de luxe, heater, 8,000
BRITISH & COLONIAL MOTORS, Ltd., 77, 8t
Martin's Lane, W.C.2. Temple Ber 3588. [Clo27 1957 Ford Consul saloon, heater, blue, under 4,000 miles: £755.
CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2 (C3050)

1957 series Ford Consul, green, fawn interior DAVIS & HILL. Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5.

1956 Ford Consul Mark II, magnificent condition one owner, heater; £675.

PREMIER MOTORS, 295. Lewisham High St.. S.E.13 (C306)

1957 Ford Consul Mk, II saloon, fawn, low mile age; £745 -- Hale Motors. Tot, 7771. [C207]

1955. 25,000 miles recorded, fitted radio, heater etc.; £500.—Weybridge 3265. [C114

1953 Ford Consul saloon, black, heater, mus be seen and tried to be appreciated; 2445.

GORDON CARS (LONDON), Ltd., 26, North End Rd Golders Green, N.W.11. Spe. 4701. [891]

1954 saloon, heater, one owner, small mileage 1954 gass.—Bridge Motors, Leatherhead 2564, (C113

1957 Consul, grey. 6,000 miles, immaculate; £73: -Wilsons. 36, Acre Lane. Brixton 4011.

1956 Ford Consul Ford 1956 Ford Consul Series II saloon, black, red and grey trim, heater, 4 months' guarantee.
ARTHUR MULLINER, Ltd., Bridge St., Northampton, Tel. 997.

1957 Mark II Consul, Sarum blue with off-white roof top, heater, overriders, mirrors, 11,600 miles, as new; £745.—Pad. 0766.

1956 Consul (Series I), Ivory, one owner, 13,000 miles, lovely condition; £635.—Wilsons, 36, Acre Lane, Brixton 4011.

1957 Ford Consul saloon, black, with red and cream upholstery, 22,000 miles, fitted heater; 6675.—Kerridge, Alton 2224. 1953 in rale green, a most remarkable car; £465, exchanges and terms.—Slocombes. Ltd.. Dudden Hill Laue, N.W.10. Willesden 4869/5934. [C4017]

1953 Consul, black, loose covers, ext. visa, lover mileage, exceptional condition; £450.—Wil sons, 36, Acre Lane, Brixton 4011.

1952 Consul, radio, heater, very good condition: 4548. E599, h.p. terms.—E. Casey, Ltd., Willesden [C1134]

1954 Ford Consul saloon, radio, heater: £445.—
Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 0011. (C4004

1957 (May) Consul convertible, Corfe grey/red, heater, 11,000 miles, immaculate, one owner CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436.

Close 1956. Sionne 0436. Close I aaloon, Dorchester grey excellent condition; E575.

1956 Ford Consul series II aaloon, Corfe grey, a derful order; 2675.

1956 Ford Consul series II saloon, Corfe grey, a derful order; 2675.

CRICKLEWOOD, Ltd., 200-220, CRICKLEWOOD, CRICKLEWOOD, Ltd., 200-220, CRICKLEWOOD, CRIC

1957 Consul Mark II. grey, one owner, heater, guaranteed; £725.—Campbell Symonds, Peri[C1037]

1956 (August) Ford Consul Series II saloon, black and ivory, beautifully maintained by one GARAGE SERVICE Co., Ltd., 1013. Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [N2019

1956 Consul Mark I saloon, black with red in-terior, one owner, heater, guaranteed; £595. —Campbell Symonds Perivale 4456.

1956 Ford Consul convertible with heater, blue; Ewell, Surrey. Ewell 2382. (C2128

PPP Farnham Abbott 1956 Ford Consul astate heater, immaculate.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889.

1954 (February) Consul saloon, black, heater, 445, Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067]

A Z MOTORS offer 1955 Consul, grey, superlative condition, examination invited; £535'—Pai-merston Rd., N.W.6, Mai 4723.

of Rd., N.W.o. Mai 4725.

Consul green with two-tone upholstery, doctor's car: £725.—Phillips Motors. 77, lk Far.n Rd., N.W.1. Primrose 6666.

525gns.—Ford Consul 1955 convertible, Orchester condition, written guarantee; terms, exchanges.—Rowland Smith-below.

495gns.—Ford Consul 1955 saloon, black, red condition, written guarantee; terms, exchanges.—Rowland Smith-below.

405gns.—Ford Consul 1955 saloon, black, red conditions, black red conditions, black red conditions, one owner, orchanges, list. Open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1954 (series) 3/12/53 Ford Consul saloon, blue/mileage and in excellent condition throughout and guaranteed: £485.

LTWOOD GARAGE. Altwood Rd., Maidenhead. ALTWOOD GARAGE. Altwood Rd., Maidenhead. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076.

1955 saloon bristol fawn with red, heater, etc., 25,000 miles, one private owner and just fitted four new tyres, immaculate; £525; berns and exchanges.—Ann Street Motors, Worthing 8405. [8776

exchanges.—Ann Street Modors, Worthing Se05. [8776]
1955 Consul convertible, one owner, most beautiful Portsea Modors, Ltd., 142, Finchley Rd., N.W.S. opposite Finchley Rd. Tube Station. Ham. 9661.
2475—1954-5 Consul, local vehicle, low [Cill] Consultive and the first theory of the completely blemished and in first-class order; terms to suit and exchanges.—Coacheraft, Elm Rd., Evesham. Tel. 2775.

XXX 1955 (June) Pord Consul convertible, radio, heater, almost unmarked: £585; written guarantee, terms, exchanges.—H. F. Edwards, 28-54, Upper High St., Epsom. Tel. 5611.

TANKARD & SMTTH. Ltd.—1955 Ford Consul I finished black with red upholstery, fitted heater an exceptionally well maintained car throughout; £6.5 —194-199, kings Rd., Chelses, London, S.W.S. Tel Flaxman 4901.

1955 (April) Ford Consul, this is a one owner carnew, finished in unmarked black with cherry red leather interior, this is the de luxe model fitted heater and air conditioning, twin chrome Lucas long range passlamps, taxed for the year, a genuine immaculate example, any examination with pleasure; 5435, 8t., Pendieton, Manchester, 6. Pendieton, 357. [C3000]

WHY accept less for your Consul Series I saloon when you can get full market value from:
FERRARIS OF ERICKLEWOOD Ltd., 200-220,
Cricklewood Broadway, London, N.W.2. Gladstone 2254, Open week-days 8 a.m. to 7 p.m. [W2008 ROWLAND SMITH'S, the Consul buyers; highest cash prices.—Hampstead High St., N.W.5. Ham.

ALMOST new Consul required immediately,— Morley, 76, Cambridge Road, Kingston, Kingston, [W3016/R

A 1 at Brown's.

A1 at Brown's.

1957 (March) Ford Zephyr automatic saloon, sarum blue, interior to match, many extras, including heater, wing miles only, £950 and maintained, \$000 miles only, £950 and \$1956 (September 1956) an

DERRY'S OF BOWES ROAD offer :--

1955 Ford Zephyr Mark I saloon, heater, excellent condition: £545. W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., W.II. Enterprise 4404.

WARWICK WRIGHT, Ltd., offer:-

1956 Ford Zephyr Convertible (power hood); ivory, 1956 cream upholstery, heater, 16,000 miles; £695. 1956 Ford Zephyr Phase II saloon, green, green and cream upholstery, heater, 12,000 miles;

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 8050.

COOMBS SERVICE STATION offer:-

1956 Zephyr saloon, superb condition, two-tone one owner, many extras, unrepeatable at £695.

COMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962. [C1158

A LLAN TAYLOR MOTORS, Ltd., offer :-

1955 Ford Zephyr, green, low mileage; £495.

1956 Ford Zephyr, low mileage, immaculate con-High St., Wandsworth, S.W.18. Vandyte 7222 (10 [C4104

BROADWAY MOTORS, Hounslow, offer:-

DEPHYR Parnham Rambler style estate car, August 756 duo-tone, one owner, low mileage, superb condition throughout; 2995; always 50 cars on view—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 9309/015.

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1955 Ford Zephyr convertible, wonderful condition, all extras, low mileage; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, [C2040]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A PINE selection of Al Ford Zephyrs always available: 'phone for our list.—Used Car Dept., Perivale 3588.

vale 5388.

CAMDEN MOTORS for low-mileage specimen Zephyra, 10 models available; see selection below.

ZEPHYR Convertible Mark II 1956, probably the best example of this model available, two-tone Warwick extras, factor, and the second control of the control of

1957 Ford Zephyr, saloon series 11, automatic, one owner, green with being interior; £935, PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001.

1956 (Nov.) Ford Zephyr saloon Mk. II, 2-tone. heater, one owner, 18,000 miles; £685.

GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.I. Euston 4466,

1956 Zephyr Mark II, green, heater, one owner, immaculate, handles like new; £699.—Lee

1957 (September) Ford Zephyr, low mileage, ex-

1958 Zephyr, work mileage: £875.—Farnham Tel. 4873-4. [C2110]

1958 Zephyr, 500 miles only, absolutely as new, in beige; £865.—Phillips Motors, 77, Chalk Farm Rd., N.W.1, Primrose 6666.

1955 Ford Zephyr saloon, leather, heater, one owner: £525.—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 0011.

1958 model Ford Zephyr saloon, blue, one of the saloon of GORDON CARS (LONDON), Ltd., 26, North End Rd. Golders Green, N.W.11. Spc. 4701. [8907

1956 Zephyr Six, grey/red leather, heater, one owner, mod. mlleage, nice condition; £695.—
Wilsons, 36, Acre Lane, Brixton 4011. [C4085]

1955 (Oct.) Ford Zephyr salon, one owner, sup-fully maintained, 3 months' guarantee; £355 C&W MOTORS, Ltd., Queens Head Garage, Finchley 6236-7-6, [8339]

£495 — Zephyr convertible, power hood, Dorchester grey, red leather, heater, wing mirrors.—
Wells, Vic. 9772, 94, Victoria St., S.W.1. 9-5 p.m.

PPP Farnham Abbott 1957 Ford Zephyr estatt radio, heater, immaculate; £995.—Pedigri Estate Cars, 340, Euston Rd., N.W.1. Euston 788

1955 Ford Zephyr, black with red uphoists heater, one owner; £545.—Golly's Gara Ltd., 111a, Earls Court Rd., S.W.5. Fremastie 63

1955 Zephyr convertible, electric hood guaranteed; £575; terms, exclusers, 5, Russell Garden Mews, Kensis mers, 3. Park 9704.

TOM ALLERY AUTOMOBILES.—1955 Ford convertible, power operated, heater, 26,000 blue, faultless car; £595.—68. Hill Rd. Wim

XXX 1956 (July) Pord Zephyr Phase II saloen, washers, embellishers, immaculate 2745; written guarantee, terms, exchanges.—H. F. Edwards, 28-54, Upper High St., Epoem. Tel. Scil. (Cool)

79 Sus.—Ford Zephyr 1957 model Mark II de luze Convertible, power hood, heater, screen washers. Ace rimbellishers, disc owner, 9,600 miles, spare unused, written guarantee; terms, exchanges, list; open 9-7 weck-days and Saturdays.—Rowland Smith, Hampstead (1941). [700]

Ford Zephyr Care Wanted

ROWLAND SMITH'S, the Zephyr buyers: highest
cash prices.—Hampstead High St., N.W.S. Ham.
6041. [W4018/H

ALMOST new Zephyr required immediately.—
Moriey, 76, Cambridge Road, Kingston. Kingston. [W3016/R]

A 1 at Brown's. 1956 (July) Ford Zodiac raloon, black and fvorg with tan and cream interior, heater, all extras, 16,000 miles only, indistinguishable new; 2750. W. J. BROWN, Ltd., 359, Finchley Rd., N.W.S. Ham. 2384,

R. HARDY & SON offer:-

1956 Ford Zodiac Mark I, duo beige, beige uphology owner. excellent condition throughout; £825, 3256, Marylebone High Street, W.I. Hunter 0942. [8706 Y. DAVY, Ltd., Ford dealers.

1956 Zodiac Beries II. overdrive, one owner, superb condition, comprehensive guarantee;

180-184, Kensington High St., W.S. Wes. 7181, 215, Brompton Rd., S.W.3. Kni. 4215, [C1064] TAMES SPENCER, Ltd. offer:-

1957 Ford Zodiac, fitted automatic transmission, finished in blue and fawn, under 5,000 miles, absolutely as new; £985.

1957 Ford Zodiac saloon, finished in dual colours for the fitted cyerdrive and heater, one previous owner, total mileage only 11,000; £965.

JAMES SPENDER, Ldd., Broadway, Benleyheath. Tel. (2413)

GREENHILL MOTOR Co. offer:-

1957 Ford Zodiac, low mileage: £825.—Marsh Rd. [C212] WARWICK WRIGHT, Ltd., offer:-

1955 Ford Zephyr Zodiac Phase I saloon, dual Warwick WRIGHT, Ltd., 595. Edgware Rd., N.W.2. Gladatone 0041. DETER BANTOCK CAR SALES offer: -

1957 Ford Zodiac, black/lvory, one owner, small mileage; £795.—104, Righ Rd., Chiasact (C1014)

TOLWORTH MOTORS, Ltd., offer:-

1958 Zodiac, one owner, 1,000 miles enly, radie, 1958 etc., as new; £965.
1956 Zodiac Mark II, one owner, overdrive, low mileace, beautiful condition; £775.—Kingston By-Pass, Tolovorth. Einbridge 2254.

HENLYS offer with 4 months' guarantee.

1957 Ford Zodiac saloon, automatic, one owner, blue and heige with blue interior; £965.
LENLYS, Ltd., Parkway, Regents Park, N.W.I., Please ask for Mr. Oray. Guillver 5721. [881]

A LLAN TAYLOR MOTORS, Ltd., offer:-

1956 Mark I Zodiac, excellent condition; &505. HIGH St., Wandsworth, S.W.18. Vandyke 7222 (19 [C410]

DAGENHAM MOTORS, Ltd., Ford main dealers,

A FINE selection of Al Ford Zodiacs always avail-able: 'phone for our list.-Used Car Dept., Peri-vale 3583.

PPP 1957 (May) Zodiac saloon, blue/grey, immediate, radio, only 6,000 miles; £845.
PPPP 2 1952 Zodiac saloon, 2-tône blue/grey, radia, vg.c.; £845 bott 1954 Zodiac saloon, 2-tône blue/grey, radia, vg.c.; £845 Bott 1954 Zodiac saloon, 2-tône blue/grey, £825.
PPPP 2 1957 Adbott 1954 Zodiac saloon, 2-tône blue/grey, £825.
Pernham Abbott 1954 Zodiac saloon, 2-tône blue/grey, £825.
PROPERTY 2 1957 Adbott 1954 Zodiac saloon, 2-tône blue/grey, £825.

PORD ZODIAC
DISPATCH MOTORS, Ltd., Ford Distributors, offer:

1956 Mk. II Zodiacs, choice from £785,—Borough High St., S.E.I. Wat. 5991. [C1164] 1955 Ford Zodiac, fitted radio, heater, spot lamps, blue/grey; £585. WEST STREKT MOTORS (LONDON), Ltd., 66, 281 London Rd., Tooting Sunction, S.W.17. Mitcham [C2097]

1958 mod. (Nov. '57) Zodiac auto beige/grey.

Brent CROSS OARAGE. Ford Distributors, Hendon, N.W. Spe 1196 (C1997

1956 (June) Ford Zodiac Mk. II saloon, Fory and black, one owner, 14.833 miles; £750.
GEORGE NEWMAN & Co., 569 Euston Rd., London, N.W.I. Euston 4466,

1956 Ford Zodiac, duo blue/lvory, one owner; £795.
—Odeon Motors Ltd. Bar. 1144. [C3028]

1957 Zodiac, duo red/black, one owner, 8,000 miles only, really immaculate condition: £650.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pal, 1025. (C3126

1957 Ford Zodiac series II saloon, really immaculate with genuine 7,000 miles, interior perfect;

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Glad-stone 2234. Open weekdays 8 a.m. to 7 p.m. [C2008]

1957 (Sept.) Zodiac automatic, ivory/black, 3,000 miles, as new, private; £1,000.—Emberbrook

1956 Zodiac, low mileage, as new, £665.—Basil Roy, Ltd., 161, Great Portland St., W.I. Langham 7733.

Langham 7755.

NEW 1957 unregistered Ford Zodiac, Hereford and 1vory, part exchanges welcomed.—Ce Motors (Paddington), Ltd., Pad. 4511.

1957 (June) Ford Zodiac, green and ivory, im-tyres; £855. PREMIER MOTORS 295, Lewisham High St., S.E.13. [C5085]

1956 Zodiac, immaculate condition. one owner, guaranteed; £655.—Pinner Motor Co., Ltd. [C3105

1958 Ford Zodiac saloon; choice of colours; list price.—Farnham Motor Co., Ltd., Downing Ct., Farnham. Tel. 4873-4.

1957 series Zodiac automatic, heater radio, im-maculate, 8,000 mile, only; £95.—Caven-dish Moto... Cavendish Rd. N.W.S. Willesden 0046, [C1121]

1958 mod. (Dec. '57) Zodiac, 6,000 miles, blue, whitewall tyres, laminated screen, all export extras, fully taxed, insured; £925.—Mil. 6815. [8952

1956 (June) Zodiac one owner, 22,000 miles, over-drive, other extrás, immaculate, black: £995; terms, exchanges,—Richards & Carr, Ltd., 55, Kinner-ton St., S.W.I. Belgravia 3711.

1958 (Feb.) Ford Zodiac automatic de luxe saloon. lights, screenwashers, etc., etc., total cost near £1,310; accept £1,025; exchanges, deferred.—Guildford 482; evenings.

FORD Zodiac Mark II saloon, June 1956, complete with overdrive and usual Zodiac accessories, Warwick green and ivory with duo tone leather upholstery, owned since new by very fussy modorist and serviced by main Ford agents, with a very moderate total mileage, the whole car is indistinguishable from hew and is unrepeatable at 2825, 11 moderate to the milestration of the complete o

Pord Zodiae Cars Wanted
R OWLAND SMITH'S, the Zodiac buyers; highest
cash prices.—Hampstead High St. N.W.3. Ham.
[W4013/R

ALMOST new Zodiac required immediately.— Morley, 76, Cambridge Rd., Kingston. Kingston. [W3016/R

1956-7 Mark II Zodiac or Zephyr saloon; give full particulars, mileage, condition and lowest price for cash (no dealers).—Box 706, Smiths Library, Teignmouth.

FORD (V.8)

265 gns.—Ford V6 Pilot 1950 saloon, blue, blue conditions—Ford V8 Pilot 1950 saloon, blue, blue conditions—Ford V8 Pilot (November) 1948 saloon, 1955 gns.—Ford V8 Pilot (November) 1948 saloon, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

1950 Ford Pilot, blue with blue interior, fitted throughout: £245.—Fairgreen, Motors, Ltd., Mitcham. Tel. Mit. 5933 and 8153.

Powland Smith's, the Pilot buyers, highest cash prices.—Hampstead High St., N.W.5. Ham.

GOOD Ford Pilot required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden (W2000

FORD CUSTOMS

A Z MOTORS bargain offer: 1950 Customs 4-door
saloon, really excellent condition, unrepeatable;
£3651—Palmerston Rd., N.W.6. Mai. 4723. [Citoli

AMERICAN FORD £395 Right-hand drive Ford Customs de luxe 1950-51, in very good condition; terms, D. F. WYATT, 31-35, Fortune Green Rd., West Phampstead, N.W.6. Hampstead 8988, [C4064 AMERICAN FORD

 $\widetilde{\mathbf{B}}^{ ext{ROOKLANDS}}$  of bond street. ONDON West End authorised dealer.

N stock for immediate delivery.

NEW Thunderbird sports convertible, Fordomatic drive, radio.
NEW Pairiane 500 Skyliner, retractable hardtop. NEW Fairlane 500 town Victoria,

103. New Bond St., London, W.1. Mayfair 8351.

SCOTT CARS offer:-

1957 Ford Pairlane, automatic transmission, radio, heater, immaculate; £1,675
1953 Ford Customilne, overdrive, radio, heater, 1953 Ford Crestline convertible, power hood, radio, heater, excellent condition.
1951 Ford Customs, automatic, radio, heater, excellent condition.
1951 Cellent condition.
1951 CARS, 341-347, Finchley Rd., Hampstead, London, N.W.5. Hampstead, 8676/7779. (C4016

B. J. HUNTER Ltd., Austin agents, offer:-

1956 Ford Fairlane saloon, automatic drive, power steering, all extras.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

D N.W.2. Tel. Giadatone 6303. [22040]

R OSE & YOUNG, Ltd., offer:—1956 Thunderbird sports, 16,000 miles, fitted hardtop, self-seeking radio power-operated seat. power brakes, heater, soft top, etc., immaculate condition, finished in peacock blue and white; £1.895.—65-69, Sternhold Ave., Streatham Hill, SW.2. (1 min. Streatham Hill Station). Tules Hill 6464.

FORD MISCELLANEOUS
CHARLES FOLLETT, Ltd., officially appointed Ford SHOWROOMS: 18, Berkeley St., London, W.1. May-SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010 PERFORMANCE CARS unique selection (125 cars) see our full page next week. [C3041

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W4018/R

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

ORMAND, Ltd., 406-9, King St., W.6, Riv. 3665. [6225]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

ARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). 10314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6635), main Ford dealers, service and all spares. [0093/R

FRAZER NASH
TARGO Florio Gran Sport Frazer Nash, not raced,
Michelin X tyres, good all-weather equipment, beautiful blue cellulose; £1,185—Leslie Crawley, Rozel.
Harrietsham, Kent.

Praier Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Prazer Nash-B.M.W. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

R HARDY & SON offer:-

R. Harlot 1958 Goggomobil T300 model, green, green uphol-stery, works mileage only, in new condition; 6425.—52-55, Marylebone High St., W.I. Hunter [6704]

GREY Gogzomobil 1957 (Septembers, mileage 127, as new; £425.—Box 6378.

NEW and used Goggomobils.—Mansell & Fis London distributors.—93-95, Old Bromp S.W.7. Tel, Knightsbridge 7705-6-7-8.

HEALEY

A BBOTT drop head F-type, genuine 30,900 miles, quite outstanding; £695; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

Ltd., 35, Kinnerton St., S.W.I. Belgravia 5711. [Coust 595 gns.—Healey 1954 3-litre 3-seater sports roadsers ster, ice blue, red lisather, tradio, heater, sterns, exchanges.—Rowland Smith, below: guarantee; terms, exchanges.—Rowland Smith, below: 465 gns.—Healey 1950 Silverstone super sports 2-465 gns.—Healey late 1951 2½-litre Tickford sports terms, exchanges.—Rowland Smith, below:—465 gns.—Healey late 1951 2½-litre Tickford sports values and the seater of the seater second sports and the seater second seater second seater second seater second seater seater second seater seater seater seater seater seater seater seater seater second seater seat

1952 Healey Abbott D.H.C., almond green, beige works overhaul, engine, transmission, etc., immaculate condition; £575.—evenings Prospect 4162. [8835]

HEALEY-ELLIOTT 2½ litre sportsman's saloon, blue with red hide interior, 90 b.p.h., Riley engine and gear box, 'ebured and overhauled, showroom condition; 2349; part exchange, easy payments.—Ge. Yarmouth Coachworks. Tel. 3355

HEALEY

SUPERB Abbott 4-seater drop head coupe Healey, grey and blue with blue interior, resprayed and new bood by Abbotts 1956, exceptionally well maintained, carefully driven rarely exceeding 80 mph, over 26 mpg, in beautiful condition, many extras, at realistic figure of £525.—Mark, Roseacre, Eagleschiffe, Stockton-on-Tees. Tel. Eag. 2002. [6249]

Healey Cars Wanted

ROWLAND SMITH'S, the Healey buyers; highest cash prices —Hampstead High St., N.W.3. Ham [W4018 R

CAMDEN MOTORCYCLES offer:-

1958 Heinkel Cabin Cruiser, 174ce, coral plnk, wheel, the small 4-seater with the big performance, maintained and serviced by us; £579.

1957 Heinkel Cabin Cruiser 174cc carnation red 4-seater, very moderate mileage, has been very carefully used as a second car by famous film star; £349.

17-37 4-seater, very mioderac were carefully used as a second car by famous film star; £549.
19-58 20-tec models in stock for immediate deputy of the colours, fitted heater, bumpers livery, choice of five colours, fitted heater, bumpers wheel; £420.
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HARRY DAVIES CAR SALES, Ltd., offer:-

1957 Heinkel bubble car, beige with maroon door, 2,000 miles only, as new; £345; terms, ex-banges. Elgar 2707. 128-132, Manor Park Rd., [7742]

1957 Cabin cruiser, one owner, low mileage; £310; inspect any time!—Tel. Gul. 2004; Pri. 2647.

COMERFORDS for Heinkel, immediate delivery, other S-wheelers including A C. Petite. Bond and Reliant Regal for immediate delivery; first-class service; terms. -Comerfords, Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [9905/R

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R ROOTES

HAVE available a range of Hillman cars of very low DEVONSHIRE House, Piccadilly, W.1. Grosvenor 5401.

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757 Minx, series I de luxe saloon, flesta blue/pearl grey, heater; £715.
756 Minx, series I de luxe saloon, pearl grey/April yellow, heater; £675.
756 Minx, Oaylook, black, heater, radio; £625.

'56 Californian, red and cream; £650.

OUR months' warranty.

LEX A & A Services, Ltd., 609, Kenton Road, Kenton, Middx, Wordsworth 7805. [8876]

H. BEART & Co., Ltd., offer:-

1956 Hillman Mins Series I saloon, de luxe model miles only, one careful owner: £665.—102, London Rd., and High St., Kingston-on-Thames. Kingston-S348.

H A. SAUNDERS, Ltd., offer:-

1957 Hillman Minx saloon, grey, blue, blue uphol-stery, recorded mileage 6,022, heater; £715 H. A. SAUNDERS, Ltd., 536-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4095]

GLANFIELD LAWRENCE offer:-

1956 Hillman Minx convertible, ivory, one owner, 17,000 miles; £635,—407, High Rd., N.12. [C2053

GREENHILL MOTOR Co. offer:-

1957 Series II Eliliman Minx saloon in flesta blue. heater, underseal, taxed for year, 6,000 miles only, as new; £735.—Marsh Rd., Pinner, Midda. [C2125]

WARWICK WRIGHT, Ltd., offer:-

1956 Hillman Minx series I de luxe saloon, grey, models in different colours available, all low mileages.
1954 Hillman Minx Mark VII convertible, blue, to de upholster, heater, 2,000 miles, £945.
1957 saloon, black, red upholstery, heater, 2,000 miles, 7,000 miles, 8,000 miles,

miles: £695
1957 Hillman Minx series I convertible, grey, red
in black or green, iow mileage
WARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.S., Cunningham 6050.
LEO at 303, Edgware Rd., N.W.2. Gladstone 0041.

1954 Hillman Minx Mark VII saloon, black, heater;

1954 Edilman Mark VII estate car, grey; £525.
1951 Hilman Minx Mark IV saloon, black heater; 1953 £450.
WARNICK WRIGHT, Ltd. [C4045]

GUY SALMON AUTOMOBILES offer:-

1956 Hillman Californian, lvory/red upholstery many other extras; £665.—Portsmouth Rd., Thames Ditton. Emberbrook 551:4-8. [C4001]

1956 Hillman Minx Phase I, very low mileage, as Hendon Central, N.W. Tel. Hendon Rod-5. (C2034 D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1956 (October) Hillman Minx series I saloon, pearl 6865—D grey and blue, good condition throughout; 12 Shepherd & Co. (Enfield), Ltd., 356, Hertford Rd., Zuhled. Howard 1651. (C4009 R. F. FUGGLE, Ltd. (Bristo) Distributors) offer:—

R. F. FUGGLE, Ltd. (Bristol Distributors) offer:—
SERIES 1 de luxe saloon, 7.000 mlles, heater, wing mirror, etc., etc.; £650.—R. F. Fuggle, Ltd., Bushey-Heath, Herts. Tel. 1685.

1954 Minx de luxe Gay Loox, heater, immaculate: £575.

HIIIman convertible, one owner, excellent condition; £485.

PHENIX MOTORS, Ltd., Oxford Rd., Gerrards Cross, Denham 2716. Gerrards Cross 2545. (C5141)

1956 owner, as new £685.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

1957 Hillman Minx series 1, immaculate, one Owner, heater, low mileage; £675.

PREMIER MOTORS, 295 Lewisham High St., S.E.13. Lee Green 1051.

1957 Hillman Minx. extras, low mileage, as new; 7881.—7881.—(C5010

CAMDEN MOTORS for Hillman Minx salons and convertibles, selection from our stock of 24 guaran-

teed models; series I, about 5,000 miles, spare 1957 convertible, series I, about 5,000 miles, spare 1956 (July) series I caloon, one owner, beautifully maintained, flashess bodywork, low mileage; £645.

saloon in 2-tone grey and blue, just de-carbonized, completely checked over, radio;

1956 Californian in Pippin red and cream, authenticated mileage 7273, the finest available:

1955 saloon in black and ivory, one owner, brand new tyres, immaculate condition, heater;

1955 convertible in fawn, brand new Vynide hood heater screenwashers, moderate mileage

1954 convertible, maroon, beige trim, same family ownership (father and son) since new,

1954 saloons choice of three, all in colour and fitted heater, moderate mileage; from £475.
1952 saloon, one owner since new, reconditioned engine about 6,000 miles back, heater, radio;

1948 saloons and convertibles, Phase II models, three available, all in excellent order from

FOR other Hillmans in stock write for catalogue or call and inspect for yourself, 450 other cars.

CAMDEN MOTORS, Leighton Buzzard 2041; terms. (C1035)

1952 Minx saloon, black, red upholstery, exceptional; £405.—Bridge Motors, Leatherhead

1957 (July) series I Hillman Minx de luxe, pearl grey/antelope, one owner, low mileage, heater, immaculate; £695.—Waterloo 6162-3. [8868

1951 coupe, black with radio and extras; £425 Gordon Lovett, Ltd., 45, The Mall, W

PPP.-1956 Hillman Minx estate car, choice of 3 from £575.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7889.

1952 Hillman Minx coupe, black, heater, 2 owners: £280.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3, Swf. 4441.

1956 Hillman Gay Look saloon Mark VIIIA, black: Causeway, Staines. Staines 5061.

1955 (September) Hillman Mark VIII conv heater, radio and spot lamp, whole excellent condition; £560,—Pal. 1441.

1956 Hillman Minx saloon de luxe, green/beige 5,000 mil s only, as new; £645.—Oxshot Garages. Oxshott Tel. 41.

£415.—Late 1952 Hillman Minx convertible, light blue, new engine, heater, good tyres, really excellent condition; N.E. London.—Box 6381. [8653

1957 Hillman coupe, one previous owner, colour blue, 8,000 miles, in immaculate condition; £765.—Barnard & Sons, Ltd., Stowmarket 621. [8644]

£350!!!—Hillman Minx 1950 (Oct.) saloon, hexter, etc., a particularly sound reliable car.—
Jennings, Richmond 5368.

1956 Hillman Minx Special, grey, red leather, immac., 8,000 miles: £595.—Wilvons, 36,

HILLMAN

1946 Hillman Minx coupe, in nice condition; £195.

—Gordon Wooderson. 48a, Drewstead Rd., Etreatham 8639.

8.W.16. Streatham 8659.

1957 Hillman Minx de luxe, low mileage, grey F795.—Parsons & Parsons (Garages). Ltd., Potter St., Harlow. Potter Street 121.

1956 Hillman Minx de luxe saloon, pearl grey and seasons green, centre gear lever, twin carb. Street 121.

Michael of Residue third and top, as new £725.

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Millman Minx special saloon, heater, 2,000.

Ltd., 77, St. Martin's Lane, W.C.2. Tempie Bar 5588.

1955 Hillman Minx de luxe saloon, heater de l

1955 Hillman Californian, cream, red upholsterus, excellent condition; £555.—Bertram Coven, Ltd., Hermitage Lane, Streatham. Pollards 2100. [Clis4]

HILLMAN 1957 Minx series I convertible, flesta bil htr., extras; only 5,850 careful miles; £765 Farrar, Lake End House, Taplow, Bucks, Burnham 4

£525.—1955 model ohv Minx de luxe, one owner, low mileage, heater, superior order; terms to suit and exchanges.—Coacheraft, Eim Rd., Evesham. 545 gns.—Hillman Minx 1956 de luxe saloon, grey, heater, one owner, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, be-

5.45 ms.—Hillman Minx late 1959 convertible, radio guarantee; terms, exchanges.—Rowland Smith below:—95 ms.—Hillman Minx 1339 de luxe saloon, sildin late, leather, good condition; terms, exchange in the seal of the seal

Smith. Hampstead (Hampstead VIII A Gay Look, low 1955 (Oct.) Minx Mark VIII A Gay Look, low lineage; £595; Jarvis A guarantee, Jarvis & Sona, Ltd., of Wimbledon. Liberty 6221 and Wim. (Z0266.

1948 Hillman 10hp drop head coupe, black, leather interior, clean and good; £295; exchanges, terms.—Bray Motors, 180-184, West Emi Lane, N.W.6. (C1024)

### CT02\*

fully maintained by one particular owner.—The Woodcote Motor Co., Ltd., Epsom 1234. [7723

A Z MOTOR bargain offers: 1955 drop head, unblemished, £8561 1946 saloon, engine just
reconditioned £255! 1942 saloon, new engine, £145!—
Falmerston Rd., N.W.6. Mai. 4725. [Cf011

1958 Minx de luxe, pearl antelope, new May 20,
delivery mileage, heater, Lucas washers,
taxed, sale special circumstances, delivery anywhere.
£285.—Ritchie, Pontefract. Tel. 2436. [8773

£425!!!—Hillman Minx convertible Mk. V series
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£425!!!—Hillman Minx convertible Mx. V series
£295. Heater Saloon 1957, sobout 12
£25!!!—Hillman series I saloon 1957, sobout 12
£3605!!!—Hillman series I saloon 1957, sobout 12
£405!!!—Hillman series I saloon 1957, sobout 12
£405!!!—Hillman series I saloon 1957, sobout 12
£415!!!—Hillman Minx de luxe, Corinth blue,
HLLWOOD MOTORS, 559-571, Watford Way, Mill
HHII, London, N.W.7. Tel. Mill Hill 4232; showrooms open until 8 p.m.

1955 (April) Hillman Minx de luxe, Corinth blue,
ter de leather, underseader, regularly serviced
taxed and in excellent condition; £525.—W. Jordan &
Son, Holme Flour Mills, Biggleswade, Beds. [8145]

1950 series Hillman Minx, light grey with brown

Son. Holme Flour Balls, Disknewsche Steiner 1950 leather interior, nearly new tyres, excellent condition, guaranteed; 2588—London Cars, 592-6. Greenford Rd., Greenford, London. Waxlow 4407.

MICHAEL CHRISTIE MOTORS for the beautiful Magic Minx, twin carb, 68 bhp engine, Laycock overdrive on third and top, centire gear lever and restyled coachwork; send for "Autocar" road teat MicHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury. Tel. 4727.

1958 model Minx, 6,000 miles, overdrive, Alexander conversion, heater, radio, clock, Turbo discs, floor gear change, one owner, cost over £1,000; £865.

—Telworth Motors, Ltd., Kingston By-Pass, Tolworth Limbridge 2554.

XXX 1954 Hillman Minx de luxe saloon, heater, tional condition throughout: £455: written guarantee, terms, exchanges.—H. F. Edwards, 28-54, Upper High St. Epsom. Tel. 5611.

1956-7 Hillman Minx special saloon, duo black/
mileage, heater, wing mirrors, spot lamp, over-riders,
town and country tyres, immaculate condition throughout, bargain; £645-J. Austin & Sons, Ltd., 139-153,
High St., Harlesden, N.W.10. Elgar 6255.

1958 Hillman Minx Series II, Manumatic, lady and lilac, wainut facia, glove locker and door cappings, heater, lambswool rugs, oil pressure gauge, electric washers, lined boot, spare wheel cover, overriders, spot. £825.—Sliverthorn 7011.

WARWICK WRIGHT, Ltd., offer:—

1956 (December) Hillman Husky double duty, 2tone grey, heater, 12,000 miles; £935,
WARWICK WRIGHT, Ltd., Lord's Court, 8t. John's
Wood Rd., London, N.W.S. Cunningham 6550.
(C4045)

1957 Hillman Husky, green, heater, wing mirrors, 1957 ome owner; £545.—Below. 1957 wing mirrors, immaculate; £525.—water-loo 6162-5.

1957 Huaky, beige, licensed, perfect; £495.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040.

HILLMAN HUSKY

1955 Husky, low mileage, immaculate condition, heater and many extras; 2465.—Drewe, Oakover, Ticchurst, Sussex, Tel. 273. 1956 Husky, 16,000 miles, one owner, im blue/pearl white; £475.—Wilsons, Lane. Brixton 4011. 1956 Hillman Husky, one owner, 2-tone, low Temple Par 3338.

ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. (W4018-R

ALMOST new Hillman required immediately— Morley, 76, Cambridge Rd., Kingston, Kingston, 193016/B

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THE best service only, highly skilled mechanics with efficient supervision.
ORMAND, Ltd., 406-9, King 8t., W.6. Riv. 3665.

PLENTY of spares and reconditioned units for all models, 1954-57 and ex-W.D.; we have the largest stocks, everything available, no waiting: e.o.d. services. P. J. GRIMES, Lid., Hadleigh Garage, Marlpit Lang. Coulsdon, Surrey. Tel. Uplands 3637 and 9526.

MODERN SERVICE GARAGE, Wimbledon (Rootes Humber and Sunbeam spares and all accessories,—Wim-5155.

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1939 Hotchkias 10hp cabriolet, solychromatie light sion all round, fitted special Ford engine, a very rare and pretty car, inmaculate; £295.—Central Newbury Motors, Ltd. Tel. Newbury 2000.

H.R.G.

1951 1500cc, ivory/red trim and hood, excellent condition throughout: £445.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne [C3103]

ROWLAND SMITH'S, the H.R.G. buyers; highest cash prices.—Hampstead High St., N.W.S. Ham. [We018/R GOOD H.R.G. required immediately,—G. Edward Amenbury Lane, Harpenden, Herts. Harpende (W20)

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HUDSON MOTORS, Ltd., Great West Rd., London,
W.4. Chiswick 5621.—First-class service for all
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56 Hawk, summer blue/pearl grey, overdrive, heater;
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FOUR months' warranty.

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1955 Humber Hawk, grey, red upholstery, ene wher, fitted heater, excellent condition; £595.—52-55, Marylebone High St., W.1. Hunter 0942, 6706

TOM GARNER, Ltd., offer:-

1957 Humber Super Snipe Mr. IVB sln., automatic. TOM GARNER, IAd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020 TAMES SPENCER, Ltd., offer:-

1955 Humber Super Snipe saloon, finished in black with red leather interior, fitted radio, beater, seat covers and many other extras, a very well maintained car in outstanding condition; £685, JAMES REENCER, Ltd., Broadway, Bezieyheath, Ted. Bex. 4265 and 4209.

FRANCIS MOTORS, Lad., offer:-

1957 Humber Hawk automatic, radio, heater, black with red uphoistery, 16,000 miles.—Francis Motors, 593, Humberstone Rd., Leicester. Tel. 68506.

GLANFIELD LAWRENCE offer:-

1956 Humber Hawk, Corinth blue/grey, overdrive, heater, one owner, 14,000 miles; &795,—407, High Rd., N.12. Finchley 0091.

1956 Humber Hawk, overdrive; £760.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036/1

CHARLES FOLLETT, Ltd., offer:-

1955 (Oct.) Super Snipe saloon, black, red in-by us; 6 months' guarantee LESS, SHOWROOME: 18. Berkeley St., London, W.1, Mag-fair GSE Works and Stores, Barnedale Yard, of Egyl Ave., W.9 Cunningham 5956. (Costo

WARWICK WRIGHT, Ltd., offer:-

1955 Humber Hawk Mark VI saloon, claret, fawn upholstery, radio and heater, 19,000 miles;

1956 Humber Hawk Mark VI de luxe saloon, blue and grey, blue upholstery, heater, 18,000

Iniles: 2795.

1955 Humber Super Snipe Mark IV saloon, black, Warwick WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

ALSO at 303, Edgware Rd., N.W.2. Gladstone 0041.

1955 Humber Hawk Mark VI saloon, cream and WARWICK WRIGHT, Ltd

PETER BANTOCK CAR SALES, offer:-

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1956 Humber Hawk de luxe saloon, radio and black/red leather, overdrive, genuine 25,000 miles only black/red leather, one owner, faultiess condition, aurrepeatable offer at 2755.—Portsmouth Rd., Thamse Ditton. Emberbrook 5551-2-5. [C400]

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HUMBER Super Snipe, immaculate condition and faultless: £345.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5925 and 8330.

DIXON'S GARAGES (PUTNEY), Ltd., offer:—

1953 Humber Hawk, one careful owner, nominal mileage, fitted heater, excellent condition throughout; £475.—134, West Hill, S.W.15. Putney [C1073

1957 (July) Humber Hawk sal., rad., etc., as new; £1.155. etc., exceptional condition; £675; 4 months; guarantee; terms and exchanges. Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Telephone Deansgate, 2325/6.

1956 Humber Super Snipe, all extras, chauffeur 5325/6. Humber Super Snipe, all extras, chauffeur John CampBell Mortors, Ltd., 415, Hollowy, Rd., N.7. North 4441/6668. 1956 Humber Hawk saloon: £595.—Desborough 7956 Humber Hawk Mark y, black, red leather, 1957 Humber Hawk Mark y, black, red leather, 1958 Humber Hawk hark red leather, 1958 Humber Hawk black, red leather, 1958 Humber Hawk hark red leather, 1958 Humber Hawk red leather, 1958 Humber Hawk hark red leather, 1958 Humber Hawk red leather, 1958 Hum

1955 Humber Hawk, black, red leather, another excellent this much sort model; £585.

MCLAREN & COX, Ltd., 928, High Rd., North Firchley, N.12. Tel. Hillaide 0560/6306. [C3085]

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AX S. Lid. Humber Pullman and Imperial seven
Lipz & Salmbers Lid. (Limousines Purchased).

A Providence Court. North Audley Street. (Near
Seltridges) Mayfair 2941. [C1006

CAMDEN MOTORS, The Limousine specialists offer
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CAMDEN MOTORS, Leighton Buzzard 2041.—Write
for special hire car cataloga and flustrated brochure, showroams open till 8 p.m.; terms, exchanges,
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Log A Humber Hawk, one owner, moderate mileage.

1955 Humber Hawk, one owner, moderate mileage, overdrive, heater, radio, immaculate; £575.—wilsons, 36, Acre Lane, Brixton 4011.

1952 Hawk, black/beige, heater, A.A. report avail-older, London, W.C.1

1954 (late) Mark VI Hawk, fitted overdrive, radio, red interior; £599.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2.
Ambassador 3266.

1956 (Mar.) Humber Hawk saloon, finished black with red interior, heater, Motorola radio, one owner, 29,000 miles, exceptional condition; 2795.
THE HILLSBOROUGH GARAGE & MOTOR Co., Ltd., Hillsborough Bridge, Sheffield, 6, Tel., 42795-6.

1951 Humber Super Snipe, one owner, recent Rootes overhaul; £335.—Hendon Way Motors, Ltd., 394-5, Hendon Way, N.W.4. Hen. 8011. [C3063]

1954 model Humber Hawk, black, heater, white-wall tyres, screenclean and fog lamp, guaran-teed; £517.—Campbell Symonds, Perivale 4456 [C1037

1955 model Humber Hawk de luxe saloon, black, overdrive, heater, radio, immaculate condition throughout: £595.

GORDON CARS (LONDON), Ltd., 28. North End Rd., Golders Green, N.W.11. Spc. 4701. [8909

1957 Humber, automatic, radio and heater, 5.000 miles genuine, as new; terms and exchanges; Jack WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8, Mountview 5228. [C4111 HUMBER

1955 Super Snipe, black red upholstery, heater, rim embellishers, twin spot lamps, immaculate; £625.—Palmers Green 1441. (C3130

late: £625.—Palmers Green 1441.

1954 Humber Super Snipe Harold Radford conversion. most unique and attractive car in specimen condition; £595.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham [C4097]

1953 (December) Humber Super Snipe, one owner, radio and heater; £425.—Dobsons. Ltd., Humber Agents, Staines 801

1950 Humber Super Snipe Tickford convertible, radio, heater, grey, low mileage, exceptional; £425.—Salmons Garages, Ltd., Temple Bar 3358.

1956 Humber Super Saipe, automatic, fitted Reuter seats; £950.—Claud Hamilton, 175 St. Georges Rd., Glasgow. Douglas 4613, or 7591.

1954 Humber B. Snipe, Harold Radford conversion (de luxe utility), excellent condition; £595.—
"Green Tiles," Foam Court Waye, Ferring by Sea. (8712)

1955 Humber Hawk Mark VI, overdrive, heater, losse covers, radio, one owner.—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell [74004]

1956 Humber Super Snipe automatic saloon, grey and blue, blue-grey leather, heater, carefully maintained, may we quote for your present carefully maintained. in part-exchange?

ARTHUR MULLINER, Ltd., Bridge St., Northampton, Tel 907 [8633]

1956 (July) Humber Hawk, black, radio, heater, erros.—Godfrey Davis, Ltd., Neasden Lane, N.W.JO. Gladstone 6474.

1956 Humber Hawk de luxe saloon with overdrive, radio, heater, washers, one owner, taxed privately and meticulously maintained since new, tautiess condition, moderate mileage; 2775.

Six other Hawks available from £323 and 4 Super Snipes including a Tickford corpertible 1952; 400 other flowers of the first of the first of the first open fill 8 p.m. (2005)

£1095 —1956 Humber Super Snipe automatic as new.—Le Grice Eiers, 107, 0ld Brompton Rd., Sw.7. (2005)

1956 Humber Super Snipe touring Ilmousine, black, black, condition; £695.—Vale Motors, Euston 5526, Wokingham 1040.

1954 Humber Hawk sal., radio, heater, etc., on Cars (London), Ltd., 17, Bruton Piace, London, W.I. Hyde 9184.

G&M ALFREDS (1936), Ltd.—1955 Humber property of — genuine low mileage, fuller details.—6-7, Warren St., W.I. Euston 3268. (1005 AZ MOTORS offer 1955 Super Sinjee export model, genuine 24,000 miles, unprecedented value, £5251!! 1948 Hawk, £240! 1949 7-seater limousine, £3251—Palmerston Ed., N.W.6. Mai. 4725. (21011 N.W.6. Mai. 4725. ESEDI—Paimersion Kd., N.W.6. Mai. 4725. [C1011]
HUMBER Super Snipe Mk. 1V 1953, black, red interior, immaculate, perfect condition, garage maintained, £450; no offers; genuine bargain; owner leaving
country.—Peters, 146, Hurcott Rd., Kidderminster 4479.

HUMBER Super Snipe Mark II saloon, 4,000 miles since recon. engine, back axie, exhaust system, propshaft, radiator and new battery, black with beige teather, heater, perfect throughout; £315 o.n.o.—Bone, Banbury 2632. [8630]

Bone, Banbury 2632.

1947 (Nov.) Humber Pullman limousine, finished black with brown leather upholsetery, privately owned and carefully maintained, spotless of the state of t

and must be seen to be appreciated; further particulars from
ALTWOOD CARAGE, Altwood Rc., Maldenhead, Tel.
Littlewick Green 70 evenings and week eneds Littlewick Green 3076.

PULLMAN limousines; see our selection 1948/1954.

ACK ALPE, 50, Marylebone High Street, W.1. (Near Baker Street Station). Welbeck 1124.

LUMBURGE STREET STATION. Welbeck 1124.

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LUMBURGE COURT, North Audley Street New York Country (Near Selfridges). Mayfair 2941. (Wi006 ROWLAND SMITH'S the Humber buyers; highest cash prices.—Hampstead High St., N. 3. Ham. 6041.

A LMOST new Humber required immediately.—
A Morley, 76, Cambridge Rd. Kingston (W3016/R

Mumber Spares and Service
THE Humber specialists for all spares. Tel. Uplands
5637. See advt. under Parts & Accessories.

1 5657. See advt. under Facts & Accessor [0398/R]
INVICTA
1932 Invicta 100mph low chassis sports 4½-litre, a
rare model, taxed; £325.—Automo, Ltd., 229,
West End Lane, Hampstead, N.W.6. Hamp, 3430,
[C1150

GUY SALMON AUTOMOBILES.

BMW Isetta specialists; come and try this fas-1958 model British B.M.W. isetta Pius, right-hand nodel British B.M.W. isetta Pius, right-hand Rd., Thames Ditton. Emberbrook 5551-2-3. [4001] 1957 B.M.W. Isetta Motocoupe, as new; £300.— Desborough Park Autos, Oxford 79361.

CAMDEN MOTORCYCLES offer

1957 B.M.W. Isetta, Turquoise blue with blue Tygan upholstery, unworn tyres, moderate mileage, heater and demister, one erry careful owner from new, exceptional condition, £295, red with light 1957 B.M.W. Isetta, 250cc, duo cluie, red with light like upholstery, heater and demister, 1,200 new, £305, [Reaganback, 250c.]

new; £305.

(December) B.M.W. Isetta, ivory with red Tygan upholstery, spare wheel, heater and demister, engine checked over in our workshops, very carefully used; £275.

NEW Isettas for immediate delivery; 200 other 3-wheeler, etc., taken in part exchange; hire purchase accounts settled; easy confidential terms arranged; fres delivery.

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1958 Isetta, works mileage; £325. 1957 Isetta 300cc, very low mileage; £295.

1957 Isetta 250cc. low mileage; £275.

V&F MONACO MOTORS.—Official B.M.W. Isetta Rd. London, S.W.10. Tel. Flaxman 4356. [0066/R 1957 B.M.W. Isetta, right-hand drive, 300cc coupe new; £330.—Pad. 0766. [883

1958 Isetta Plus Motocoupe, demonstration extremely low mileage; £329.—Win Ltd., The Hyde, Hendon, Colindale 4031.

TOM ALLERY AUTOMOBILES, area agents for the new B.M.W. Isetta; immediate delivery....68. Hill Rd., Wimbledon 3848.

WALTER SCOTT, Ltd. 1957 British Inetta, plus model, cream, 4,000 miles; £285.—39, College Cres., N.W.5 (Swiss Cottage Tube). Pri. 4466. [C4006]

JAGUAR XK120, 140 & 150

1951 Jaguar XK120 2-seater sports, high compression electric revolution counter, Michellm X tyres, all over tonneau, very fast and outstanding looking example written guarantee; 496 guiness, hire purchase, exchanges.—Geofirey Edwards, Ltd., Amenbury Law Harpenden, Hertfordshire, Barpenden 118. [C200

TACK SMITH offers:-1953 KK120 Roadster, black, detachable hard top, twin exhausts, radio, new Michelin X, excellent condition; £675.—23, Bruton Place, Berkeley Sq. W.I. Tel. Mayfair 0661.

BOSHIER for Jaguar.

1955 (July) XE140 (h.c., fitted continental sun-with matching upholstery, a perfect specimen; £1,150 BOSHIER OF NORWICH, Ltd., Chapelfield Rd. Garages, Norwich, 24184.

ARTHUR MULLINER, Ltd., offer:-

1955 Jaguar XK140 drop head coupe, pearl grey, black hood, red trim, heater, spot lamps, very good condition; deferred terms, part exchanges.—Bridge St., Northampton. Tel. 907. [9631

DUNCAN HAMILTON & Co. offer:-

1956 model XK140 f.h.c., 22,000 miles, pastel blue with blue interior, full special equipment including C type engine, wire wheels, twin exhaust, overdrive, Michelin X tyres, etc., one careful private owner; 21,275.

OPEN all day Saturday.—33, High Rd.. Byfleet, Clopic Surrey. Byfleet 5101.

RODNEY HOWARD & Co., Ltd., offer:-

N 1955 KK140 d.h. coupe, grey with black interior, 5.5 azle, wire wheels. G type engine modifications. in brand new condition: £1.145-16, Albemarie St., London, Wil. Hyde Park 7166.

1954 Jaguar XK120, radio, heater, outstanding condition; £755.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

CHIPSTEAD MOTORS, Ltd., official Jaguer dealers,

offer:—

Note: 1956, hardtop, one owner. B.r.g., low mleage, radio, chrome rims pasalamps.

Screenwashers. etc. 21,135, drop head, fitted 9 to 1

XK140 pistons. Scintilla magneto. Mintex brakes, high axle, one owner, specimen, terrific performance: 21,175.—142, Holland Park Ave., W.11.

Fork 3445-5.

1958 XK150, special equipment, overdrive, head coupe, 1.500 miles, offers?—Per Sales, Ltd., Pembury 394 (Kent.)

J. H. BARTLETT — Jaguar XK120 drop head coupe, one owner, 16,000 miles, exceptional condition, every examined the property of the condition of

1955 XK140 fixed head coupe, grey with red bugle horns, taxed December, one owner, excellent condition; 2995.—Belo head coupe, maroon and grey, article fixed head coupe, maroon and grey, marked; £795.—Eaton Motor Co., Eaton Socon 236 (St. Nects).

XK 140 fixed head, July 1955, 25.000 miles, over-grey, carefully maintained, one owner; £1.100.—Bell Selborne Brickworks, Hampshire. Bordon 192. [8128

JAGUAR XK120, 140 & 150
1955 XK140 d.b. ooupe, black, red upholstery, 55,500 miles, wire wheels, dual exhaust, radio, etc.; £1,125.—J. Dunster, Maryland Works, Grove Crescent Rd, £1.5. Maryland 4744.

1953 soft top in black, in most exceptional tion throughout; £785; exchanges and Slocombe's, Ltd., Dudden Hill Lane, N.W.10. den 4869/3934.

1955 (late) Jaguar XK140, fixed head coupe, miles; used as second car, never driven as new; £1,195.—G. E. Harper Ltd., London Stevenage 700/5.

XK140 hard top, July 1955, grey with red ieather, heater and windscreen washers, close ratio gear box, an exceptionally clear and genuine example: £1,125.
USED car you can trust from Munn & Underwood, Ltd., 63, rainerston Rd., Southsea. Tel. 2466.
Wadham (Knidings) Company.

1956 Jaguar XK140 drop head in pastel green with 10,000 miles, one owner; £1195.—R. Wiggins (Motors) Ltd., 4, Holbein Mews, Chelses, S.W.I. Sloans 5371.

1958 (February) XK150 fixed head coupe, special red leather, absolutely as new: £1.895.—Trinity Cara. Ltd., 94, North Side, Wandsworth Common, 8.W.18. Wandswelle.

Vandyke 1166.

695 gns.—Jaguar 1954 XK120 drop head coupe radio,
cellent condition, written guarantee, terms, exchanges,
dwi., open 9-7 weekdays and Salurdays.—Rowland
Smith, Hampstead (Hampstead Tube), Hampstead
6031.

JAGUAR XK140 fixed head coupe, 1955 (July). B.r.g., tan upholstery, special equipment, model C engine, wire wheels, heater, chrome luggage grid, fitted suit-used, beautiful motor car, private, no dealers. £1,095. —Primrose 567.

1954 C type specification, wire wheels, twin exhausts, finished bile with red leather interior, new H.M. V push-button radio, heater, screen washers, lugsage sack, new Michelin X tyres, superb condition, as new, 20,000 miles only; £850.—Midland 5001 9-5.30.

1955-6 Jaguar XK140 hard top coupe, finished interior, fitted H.M.Y. push-button radio, air conditioning equipment, four Lucas passiamps, screen-washers, Dumlop Roadspeed tyres, a really superbeample, one owner from new and maintained regard-

example, one owner from new and maintained regardless of cost; £995.

MAIDSTONE ENGINEERING Co., Smethurst St.,
Pendleton, Manchester, 6. Pendleton 3457. [C3000

Jaguar XK120, 140 & 150 Cars Wanted J. H. BARTLETT, the XK120 and XK140 buyers.— 27, Pembridge Villas, W.11. [W1013

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—35, High Rd. Byfleet. Surrey. Byfleet 3101.

#### JAGUAR MARK VII & VIII

LEX WEMBLEY COURT MOTORS,

TAGUAR Main Dealers.

755 Jaguar Mark VII M, grey with overdrive, radio: £915.
755 Jaguar Mark VII M, green with overdrive, 14,000 miles; £960.
756 Jaguar Mark VII, black with overdrive and radio; £775.
757 Series Jaguar Mark VII, black with whitewall VARIETIES.
758 Extension of Jaguar cars always in stock—send for list and terms.
760UR months' warranty.

LEX GARAGES, Ltd., High Road, Wembley, 18872

BENTALLS, Ltd.

1955 (November) Jaguar Mark VII, automatic transmission, finished in grey with grey upholstery, radio, heater, 15,000 miles; £1,095.—Kingston-on-Thames. Kingston 1001.

TOM GARNER, Ltd., offer:-

1958 Jaguar Mk. VIII saloon, automatic, duo Pom Garner, rdo., 900 mls. only; 21,935. TOM Garner, Ltd., 10-12 Peter St., Manchester, 2. [C2020]

H. BEART & Co., Ltd., offer:-

1956 saloon in grey, red uphoistery, automatic, viced by us since new; £1,195.

1954 Jaguar Mark VII saloon, finished in green, green uphoistery, excellent order; £695,—102, Loadon Rd., and High St., Kingston-on-Thames.

1957 Jaguar Mark VIII automatic saloon, 9,000 out, black and grey; El,585.—55-69. Sternhold Ave., Streatham Hill. St. 2 (1 min. Streatham Hill Station; 1268).

WARWICK WRIGHT, Ltd., offer:-

1955 Jaguar Mark VII M type saloon, grey, red upholstery, overdrive heater, 24,000 miles; S45. Wood Rd., London, N.W.S. Cunningham 6050. [C4045

JAGUAR Mark VII & VIII

DUNCAN HAMILTON & Co., offer:-

1953 Mark VII saloon; choice of two at £595 each. PEN all day Saturday.—55. High Rd.. Byficet. Surrey. Byficet 5101 [C1091

GUY SALMON AUTOMOBILES offer:-

1955 (model) Jaguar Mk. VII M type saloon, ivory/ blue, heater, overdrive, 18,000 miles, excel-lent condition: £885.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

HENLYS offer with 4 months' guarantee.

1956 Jaguar Mark VII, type M. radio, one owner, telephone with red interior; £1.045.
HENLYS, Ltd., Parkway, Regenta Park, N.W.1.
Please ask for Mr. Gray. Gulliver 5721. [8886]

JACK BOND (VINTAGE AUTOS) offer:-

MARK V(I Jaguar, in beautiful condition, radio, heater, soft brown hide interior, unmarked, woodwork highly polished and unmarked, original condition; £550.

VINTAGE AUTOS, 105. Queensway, W.2. Tel. Bayswater 5925 and 8550.

COOMBS & SONS (GUILDFORD), Ltd., offer:-

JAGUAR Mark VII series M, with automatic transmission, superbly finished in cream with red hide upholstery. fitted with radio, heater, loose covers, bucket front seats, etc.; all new tyres, total mileage in a bove verage condition. £1,525, Jaguard Mark VII series M, with automatic transmissery, fitted with radio, Michelin X tyres, etc.; total mileage 19,000 only, a very beautiful example; £1,195, JAGUAR Mark VII series M, with overdrive, finished mileage 19,000 only, a very beautiful example; £1,195, JAGUAR Mark VII, series M, with overdrive, finished miles: £350, JAGUAR Mark VII, saloon, finished in black with tan hide upholstery, 1955, over owner car, and hide upholstery, 1955, very exceptional car offered at a very attractive price; £355.

COMMES & SONS (GUILDPORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford £307-8-9 (C1057)

S. H NEWSOME & Co., Ltd., Jaguar distributors.

1953 (October) Mark VII saloon, lavender grey, one owner; £675 mark VII saloon, lavender grey, 1955 grey upholstery, radio one owner, low milesee; £1,050 mark VII saloonatic, birth grey, grey upholstery, radio, one owner, low milesee; £1,050 milesee; £1,

age: £1.050.

1956 mark VII automatic in lavender grey with
Formula of the control of the contro

1954 Jaguar Mk. VII. radio, low mileage, Im-maculate condition; £675.
A LFREEMAN, Ldd. Grosvenor Garage, Burnage Rushelme 2874. [CZ11]

1955 series Jaguar Mark VII automatic, one owner.
SCOTT CARS, 341-547, Finchley Rd., Hampstead.
London, N.W.S. Hampstead 8676/7779, [C4016

1955 B.R.G., low mileage; £670.
CIRCUS GARAGE (BRIGHTON), Ltd., 80, Preston Rd., Brighton. Tel. 27045/29545.

1955 Series M Jaguar Mark VII, overdrive, radio, etc. grey, grey Interior: £875, DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5.

1955 Jaguar Mark VII saloon Type M, radio, one owner, duo blue with grey interior; £875.

PASS & JOYCE, 184, Great Fortland St. W.I.
[C3089 C3039

1955 grey with red hide upholstery, heater, sun roof, wing mirrors, recorded mileage 17,000; £945.

H A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6571.

1956 Br.g., whole car in showroom condition; WEST STREET MOTORS (LONDON), Ltd., 66.
London Rd., Tooting Junction, S.W.17, Mitcham
[C4092

1955 Jaguar VII saloon, exceptional of radio; £850; exchanges etc.—Wessex Ltd.. Andover, Hants. Tel. Andover 2326.

1956 Jaguar Mk. VII saloon, automatic, radio; St. Martin's Lane, W.C.2. Temple Bar 3588. [01027

1955 M-type Jaguar, one owner, all extra London, W.I. Euston 2587.

1957 Jaguar Mark VIII automatic, miles, superb condition; £1,62

JAGUAR MARK VII & VIII

† † 1-1955 Mark VII M saloon, 16,000, over \* \* radio, heater, etc., spiendid condition, £850.-Simons, 5, Brockley Avenue, Stanmore.

1955 (June) Jaguar Mark VII M. overdrive, excellent condition throughout; £885.—Sanders & Sons, Hitchin. Tel. 4436.

1955 Jaguar Mark VII. overdrive, Paul & Slatter, Ltd., 44, Aldermans Green, N.13. Fox Lane 1066.

1952-3 Mark VII saloon, heater, radio, body and mechanical order excellent, bargain first £425.-4, Widney Lane, Solthull, Warwickshire

1954 Jaguar Mark VII. overdrive, radio, Th £755 o.n.o., H.P. privately arranged.—Tel. We Garden 3181.

1953 Jaguar Mark VII sports saloon, black, clean condition, unworn tyres, unrepeatable; £575; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.S. Hampstead 6490.

1955 model Jaguar Mk. VII M type malous in very exceptional condition; £845.—H. E. Motors, Ltd., Haywards Heath \$95.

J. H. BARTLETT.—Jaguar 1955 Mark VII M type saloon, recorded mileage 16,000, one owner, radio, every extra supero condition; £875.—27, Pembridge Villas, W.11. Bayswater 0523.

1955 (May) Jaguar Mk VII M saloon, dark green radio, heater, Michelin X tyres, exceptional condition; £885—Harry Kitchener, Ltd., 180, Goldington Road, Bedford 6216.

825 gna.—Jaguar 1955 Mark VII M de lune saloon radio, heater, screen washers, rimbellishers, one owner, excellent condition, written guarantee, terms, exchanges.—Rowland Smith below:—
625 gna.—Jaguar 1954 model Mark VII de luxe saloon, black, alding head, red leather, radio, studied of the condition of the cond

1958 Jaguar Mark VIII sal., overdrive, radio, htc., months' guarantee; terms and exchanges.—Green a Zonis, Ltd., 246-252, Deansgate, Manchester, S. Tall Deansgate 3255-6.

1957 Jaguar Mark VIII. automatic, H.M.V. radio, a specimen car, unmarked; el.475.—Portasa Motors Ltd., 142 Finchley Rd., N.W.S. Opposite Finchley Rd. Tube Station, Ham. 8661,

1954 model MDL Jaguar Mark VII saleon, black, sunshine roof, beautifully upholstered, 18,000 miles guaranteed one private owner, virtually as new; £675.—Richards (Automobiles), Ltd. Wenney 6586.

1953 Jaguar Mk. VII. black, one owner, exc screen washers, heater, embellishers, good whi tyres, etc., taxed for year, bargain £560.—Gree East Gardena, Ealing, W.5. Per. 7933.

1953 Jaguar Mark VII special equipment maloon ing equipment, bodywork finished in unblembabed two tone grey with grey leather interior to match, a very fine example which we quarantee with pleasure; \$570.

Malbertone Environment of the fine three services of the production of the p

£688!!!—Jaguar Mark VII, but what a beautyl resprayed coatting over £100, interior unmarked green cellulose recently resprayed coatting over £100, interior unmarked, mechanically par excellence, this is the finest value motor car, genuinely would pass for 1957 model, it is so beautiful. So beautiful.

LAMBS OF WOOD GREEN, (Established 1897).—
cars; 5 montus' written guarantee; exchanges, purchase.—421-425, High Rd., Finchley. Finchley 6

XXX 1956 (Oct.) Jaguar Mark VII auto saloon owner, heater, screen black with red upholstery, on owner, heater, screen washers, sliding root, smbellshers, other extras, speedo, reading 9,578 miles whole car quite immaculate, outstanding value; £1,195 written guarantee, terms, exchanges.—H. F. Edwards 25-34, Upper High 81., Epsom. Tel. 5611. (C200)

Jaguar Mark VII & VIII Cars Wanted
MIKE HAWTHORN will undoubtedly pay the test
price for a Jaguar car.—Farnham 6563. [W4110 DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—35, High Rd., Byfleet Surrey. Byfleet 3101. [W1091

A LMOST new Jaguar required immediately.—
A Moriey, 76. Cambridge Rd., Kingston, Wingston
(W3016/R)

### JAGUAR 24 & 3.4

LEX WEMBLEY COURT MOTORS.

AGUAR Main Dealers.

56 Jaguar 24 special equipment, birch grey, one COUR months' warranty.

LEX GARAGES, Ltd., Righ Road, Wembley, Middx. Wembley 8787.

1956 green, 16,000 miles, one owner, immaculate; MICHAEL CHRISTIE MOTORS, Bicester Bd., Ayles-

#### JAGUAR 24 & 3.4

MIKE HAWTHORN,

HE SURREY JAGUAR CENTRE offers:-

3.4 automatic SE naloon. July 1957, grey with red interior and tailored Regency govers. 11.000 miles only, one owner; £1,625.
2.4 SE saloon, July 1956, B.r.g. with tan interior. over-drive and radio, one owner, almost new tyres, serviced throughout by ourselves; £1,225.
2.4 SE saloon, June 1956, pearl grey with grey interior, supplied new and serviced by ourselves, £2,225.
2.4 blue with blue interior, radio, 1956, Michelin The Torrist Trophy Garage, Ltd., Farnham, Surrey, Farnham, S565,4875. [C4110]

BOSHIER for Jaguar

N immaculate 5.4 Jaguar, automatic transmission saloon, blue with blue upholstery, one owner low mileage: £1.695. PORWICH, Ltd., Chapelfield- Rd. Garages, Norwich, 24184.

REG TIMMS offers:-

1957 Jaguar 3.4 saloon, finished in B.r.g. with green interior, fitted with overdrive and several other extras, one owner from new, low mileage and in first class order; £1,575.

High purchase, part exchanges, 28-30, High Town Red. Luton, Beds. Tel. Luton 3954.

TAMES SPENCER, Ltd., offer:-

1956 Jaguar 2.4 special equipment saloon, fitted miles only; £1,225.

JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex. 4265 and 4209.

SAUL & SLATTER, Ltd., offer:-

1956 Jaguar 2.4, overdrive, British racing green/ Lan, 16,000 miles, excellent condition; £1,225, 1957 Jaguar 2.4, overdrive, British racing green/ green, 13,000 miles, excellent condition;

44. Aldermans Hill, Palmers Green, N.13 Fox Lane [C4002]

DUNCAN HAMILTON & Co., offer:-

1956 2.4-litre "peclai equipment saloon, special etc., in exceptional condition throughout; £1.195. O'EBN all Saturday.—35. High Rd., Byffeet, Surrey. (Closi

GUY SALMON AUTOMOBILES, offer:-

1958 (May) Jaguar 3.4 saloon, disc brakes, over-inensed December, list price; £1,244, red Jaguar 2.4-litre saloon, grey/red upholstery, 1956 13,000 miles, one owner; £1,195—Portsmouth Rd., Thames Ditton. Emberbrook 3551-2-5. [C4001

HENLYS offer with 4 months' guarantee.

1956 Jaguar 2.4-litre saloon, special equipment, Pacific blue with grey interior; 21,195.
HENLYS, Ltd., Parkway, Regents Park, N.W.1.
Please ask for Mr. Gray, Gulliver 5721. [8879]

SEYMOUR & CLEMENTS, Ltd., offer:-

Serindov Jaguar 2.4 saloon, white, red interior, beau-1956 Jaguar 2.4 saloon, white, red interior, beau-tifully kept, and very smart; £1.165, a bar-gain.—38 Watford Way, Hendon Central, N.W.4, Hen-IC4007 don 9111

HENLYS offer with 4 months' guarantee:-

1957 Jaguar 3.4-litre saloon, overdrive, Webasto roof, one owner, grey with red interior; HENLYS, Ltd., Henlys Corner North Circular N.W.11 Please ask for Mr. Edwards, Fin

KDM & CHERRINGTON, Ltd., offer:— 1956 2.4-litre Jaguar, special equipment, over-drive, radio, black and red, one owner, 12,000 miles; £1,175.—9, Albemarle St., W.1. Grosvenor 5551,

1956 Jaguar 2.4. blue, special equipment, low mileage; £1,185.—Hove 71666. [C4130]

1957 Jaguar 3.4-litre saloon, heater, 7,000 miles;

1956 £1.595 1956 £1.295 BRITISH & COLONIAL MOTORS Ltd., 77, St. Mar-tin's Lane, W.C.2. Temple Bar 3588. [Cl027

1957 (June) Jaguar 3.4 saloon, pastel blue, over-drive, 4,000 miles, taxed, as new; £1,550.— Tulse Hill 4049 (private). [8934 1958 Jaguar 3.4, works mileage.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, U.I. Hyde 9184.

1957 Jaguar 3.4. maroon, red leather, overdrive. low mileage, immaculate; £1,550.—John Jordan, Sandy, Beds. Tel. 271. [8145]

1957 Series Jaguar 2.4, special equipment, low mileage, overdrive, radio, one owner, as

1957 Jaguar 3.4 automatic cream and red. 8.000 miles; £1.600.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4873-4.

1957 Jaguar 3.4 automatic, Motorola, black and grey interior: £1.695.—Davis Motors, 97, Plumstead Rd., Woo. 2331.

ruunsteau Rd., Woo. 2531.

1956 (June) 2.4 SE. one owner. 16,000 miles, immaculate; £1,160.—Tolworth Motors. Ltd., Kingston By-Pass, Tolworth. Elimbridge 2524. [C4081 1958 3.4 Jaguar automatic saloon. B.r.g., 7,000 Car Sales, Ltd., Pembury 394 (Kent).

**JAGUAR 2.4 & 3.4** 

1957 (July) 3.4 saloon, mist grey, automatic, radio, one owner, in immaculate condition: F. ENGLISH, Ltd., Poole Rd., Bournemouth, Tel.

2.4 Jaguar. 1956. finished in pearl grey, low mileage, good all-round condition; nearest to £1.100 secures.—Knibbs, Ltd., 4, Temple St., Manchester, 1, 6200

1956 Jaguar 2.4, B.r.g., tan upholstery, radio, heater, overdrive, a really immaculate motor car.—Francis Motors, 395, Humberstone Rd., Leitester.

Tei. 66304. (C213)

1956 2.4, overdrive, special equipment, small mileage. grey/red leather, one owner only,
hargain: £1.095.—Silverthorne Motors, £td., 11, Pitaroy
Sq., W.1. Euston 7811.

1956 (July) 2.4 saloon, special equipment, overmaintained by one owner, all service data available,
taxed; £1.165.—Station Garages (Amersham & Chaifont), £td. Amersham 870. [8665]

font). Ltd. Amersham 870.

1956 genuins 12.4, marcon, in perfect condition.

1956 genuins 12.000 miles, original tyres in excellent condition.

1958 genuins 12.000 miles, original tyres in excellent condition.

1958 genuins 12.000 miles, original tyres in excellent conditions of the state o

MIKE HAWIFIORN will undoubtedly pay the best price for a Jaguar car.—Farnham 6365. [W4110 DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—55, High Rd. Byfleet, Surrey. Byfleet 3101

Surrey. Byfieet 3101

A LMOST new Jaguar required immediately.—

A Morley, 76, Cambridge Road, Kingston, Kingston
[W3016/R

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H HENLYS, Ltd.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park HENLY House, 385, Euston Rd., N.W.1. (Euston

MANCHESTER (Blackfriars 7843).

BOURNEMOUTH (Bournemouth 6314).

CAMBERLEY (Camberley 2677-3-9).

HOUNSLOW (Hounslow 3454).

INCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar (0027/R BOSHIER for Jaguar.

1950 Jaguar Mk. V saloon, finished in black, this for sale, and is in 1957 condition, immaculate in every way: £450.

SHIELD OF NORWICH, Ltd., Chapelfield Rd. Carages, Norwich, 24184.

INCOLN STREET MOTORS (B'HAM), Ltd., offer:—

LINCOLN STREET MOTORS (B'HAM), Ltd., offer:

JGUAR Mark VIII, March '58, guaranteed, 1,700
miles only, finished 2-tone grey, fitted radio, seat
covers, etc., obviously as new, £1,795; Jaguar Mark
VIII M type, 1955, fitted radio, heater, overdrive, etc.,
in superb condition throushout, £855; Jaguar Mark
VII, 1954 model, finest example we have seen for a long
time; Jaguar 24, October, 1956, fitted radio, heater,
overdrive, etc., far above average condition, £1,195;
Jaguar XK120, fixed head coupe, 53,
Jaguar XK120, fixed head coupe, 53,
Jaguar XK120, fixed head coupe, 53,
Jaguar KK120, man handles like brand new, definitely
the finest example for sale for its year, £875; the above
and many more to choose from: terms and exchanges
our speciality, demonstrations; anywhere arranged; open
9-8, Sundays 10-2, at MOTORS (B'HAM), Ltd., 1a,
Lincoln St., Ralsall Heath, Birmingham, 12. Tel.
Calthorpe 3751-2-5.

HILLSBOROUGH GARAGE & MOTOR Co., Ltd.,

HILLSBOROUGH GARACHE & MOTOR Co., Ltd.,

1958 (Jan.) Jaguar 3.4-litre saloon, orthodox
upholstery, fitted o',d, dias brakes, one owner, 6.000
miles only inamaculate condition, supplied and serviced by outside the condition of the

CHARLES POLLETT, Ltd., officially appointed Jaguar HOWROOMS: 18, Berkeley St., London, W.1. May-SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

PERFORMANCE CARS unique selection (125 cars) see our full page next week. [C5041

1956-7 Jaguar 2.4, black, special equipment, absolutely as new; 21,145.
1955 Jaguar Mark VII, grey, red hide, one owner, specimen car; £835.
1954 Jaguar Mark VII, one owner, 20,000 miles only, absolutely as new; £745.
1953 yaguar Mark VII, radio, heater, outstanding Wallier; £595.
HEWITTS GARAGE Ltd.. High St.. Amblecote, 8tourbridge. Tel. 5138.

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CAMDEN MOTORS for a magnificent range of high-class used Jaguars brief selection from our

stock:— Jaguar 5.4 saloon with overdrive, racing green, 5.400 miles, spare unused, as new throughout £1.625 ma'ic transmission, radio, heater, one owner, birch grey matching interior, genuinely faultless order £1.195.

1956 Jaguar Mark VII saloon with overdrive, the saloon with overdrive, and owner, foll history available, very little used since new; £1.045.

man owner, full history available, very man owner, full history available, very since new: £1,045.

1956 with overdrive, about 18,000 miles, many extras, one owner, not raced or railied, super body extras, one owner, not raced or railied, super, body

E1.195.5 Jaguar Mark VII saloon. M type, in B.r. 1955 green, original throughout, decoked and serviced: £795.

1954 Jaguar Mark VII saloon, Sept. 1954, two-tone grey, heater, radio, India super tyres. Regency scal covers, badge bar, spots, one local owner;

1954 Jaguar Mark VII saloon, French beige, blue

1954 Jaguar XK120 hardtop, special modification h.c. engine, wire wheels. Michelins, exgauges and countless other accessories, immacula

1954 Jaguar XK120 drop head coupe, grey/blue,

1953 Jaguar Mark VII saloon, black, unmarked one owner. Underseal, heater, H.M.V. radio.

1952 Jaguar Mark VII saloon, pastel blue, heater, radio, washers, beautifully kept, new tyres; 1951 Jaguar XK120, maple green, luggage rack, with win exhausts. Michelins, wealthy owner's

1951 (win exhausts, Michelins, wealthy owner's 2nd car; £575.
1951 Jaguar drop heid coupe, Mark V 4-5-seater with all extras, immaculate, moderate mile-

1951 Jaguar Mark V saloon, fully reconditioned engine, 4,600 miles, brand new tyres, radio.

heater: £455.

1950 Jaguar Mark V saloon, mint condition, black, tyres: £425.

1949 Jaguar Mark V saloon, bronze, complete hismulage; £955.

1949 Jaguar drop head coupe, 34-litre, one quite

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EYERY car above carries our 3 months' written
catalogue or call and inspect for yourself.
CAMDEN MOTORS, Leighton Buzzard 2041; 450 other
cars; terms, exchanges; open till 8 p.m. [Closs BEART'S OF KINGSTON, Jaguar specialists, sal-spares, repairs.—102, London Rd., Kingston. T Kin. 3348.

1948 Jaguar 1½-litre saloon, low mileage since overhaul, new tyres, bodywork sound; £325.—Wheelers (Newbury), Ltd., Newbury 1020. 1949 Jaguar 31/2-litre Mk V. heater, taxed £325.—Wards Garage, Ltd., Tunbridge Tel. Southborough 1000.

A REA dealers, new and used models always in spare parts service.—Bottomgate Motors, Bolton Rd., Darwen (744).

MARK V Jaguar black saloon, tubeless tyres, towing bar; £335.—Allman-Ward, Langston Hotel, Dawlish, Devon.

BOGNOR STATION GARAGE.—1951 Jaguar 31/4-litre Mk. V drop head coupe, radio, heater, etc.; £455.—20, Longford Rd., Bognor 2102.

1937 Jaguar SSI00, in superb condition, bills for 2500 available for recent overhaul work. 

£333!!!-1947 Jaguar 1½-litre de luve saloon, is superb and spotless condition, this is beautiful aild the best available, 54,000 miles, two owners received conditions. ful and the best available, specimen condition.

Lambs OF WOOD GREEN, (Established 1897).—100
cars; 5 months' written guarantee; exchanges, hire
purchase.—421-423, High Rd., Finchley. Finchley 6222,
(C305)

1948 (model) Jaguar 1½-litre special equipment saloon, black, radio, heater, really excellent, guaranteed; £355.—Newbery Cars, Ltd., Muswell Hill, N.10. Tudor 3394.

1948 (August) Jaguar 3½-litre, silver grey sports asioon, special equipment model, radio and heater, twin spotlamps, stc., beautiful red hide interior: £255.—Below.

1939 Jaguar 22-litre black sports asioon, fitted from the special sports asioon, fitted from the special sports asioon, fitted from the special special

295 gns.—Jaguar 1947 1½-litre saloon, black, sliding condition, written guarantee, terms, exchanges.—Row-land Smith below:—1947 2½-litre saloon, grey, sliding 225 gns.—Jaguar 1947 2½-litre saloon, grey, sliding head, red leather, heater, terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1950 Continental suede green 3½ saloom, genuine repeatable, £550 with extras; duty free export/import; suit American; or part-exchange small van/utility; Sutton, "Kerreri," Hill Head, Hanta.

A Z MOTORS offer 1953 Mark VII, exceptionally sound one owner car, fitted radio, heater, whitewalls, sacrifice £5951 Also 1960 Mark V special equipment saloon, recent overhaul; £375!—Palmerston Rd., N.W.6. Mai. 4723.

JAGUAR MISCELLANEOUS

ROWLAND SMITH'S, the Jaguar buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W40157, 1887]

NEARLY new or small mileage Jaguar wanted.—
Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 5. Tel. Deansgate 3325-6. [W2028]

HENLYS Ltd.

ENGLAND'S largest Jaguar service station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from A ND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx. Arnold 1154, COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. [0892/R

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley, Ravensbourne 3456.

JAGUAR overhaul and repair service.—A.1 Garage (incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5, Fre. 8181.

WESTERN MOTORS, Park Row, Bristol. Tel. 26304, have a wide range of Jaguar spares for all [S4122]

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Spare parts for Jeep, Home and export.

1958 illustrated assembly guide, and parts cataexchange pain engine, lear box clutch, etc., noted for
exchange pain engine, gear box clutch, etc., noted for
exick, Loudon, W.4. Chi. 1919-808.

R ECONDITIONED Jeeps and spares.-P. Hutor, 39a. Mercers Rd., London, N.19. Arc. 7165. [8719

JEEPS to suit every purse and purpose.—Metamet, 100, Belsize Lane, N.W.5. Hampstead 8251. [0527

JEEPS, private car or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/8248.

JEEP station wagon, civilian model, r.h.d., overdrive, etc.—Autowork, Ltd., Southgate St., Winchester, [C1010/1

AUTOWORK, Ltd., the original Jeep specialists, offer Jeeps in almost new condition.—Southgate St., Winchester, Tel. 4965.

JENSEN.

BROOKLANDS OF BOND STREET.

1956 541 saloons.

ULL range of new models for immediate delivery. 103 New Bond St., London, W.1. Mayfair 8351.

1956 Jensen 541, overdrive, one owner, very care-TAYLOR & CRAWLEY, 42a, South Audley St. (en-trance Adams Row), Mayfair W.1. Gro. 6881.

MICHAEL CHRISTIE MOTORS for new and used Jensens, enthusiastic attention, expert tuning.—Aylesbury, Tel. 4727.

yjesbury, Tel. 4727. [CIO94 OOMBS & SONS (GUILDFORD), Ltd., are Jensen Distributors for the whole of the South of England; ertain models from stock, demonstrator available, COMBS & SONS (GUILDFORD), Ltd., Portsmouth Ad., Guildford, Surrey, Tel. Guildford 62907/8/9. 1956 (Nov.) 541, 12,000 miles, overdrive, H.C., head, disc brakes, radio, heater, £1,895.— Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Imbridge 2254.

Imbridge 2254. [Cod93]

HARLES FOLLETT, Ltd., Officially appointed London and home counties (except Surrey) districtors and service station for new and used Jensens: emonstration care available. [1957]

1957 (June) 541 de luxe saloon, with disc brakes, dark carriage green, beige uphoistery, heater, and the saloon of the saloon with the saloon of the

fair 6266. IRVICE: Works and Stores, Barnsdale Yard, off Eigin Ave., W.9. Cunningham 5936. (C2010

Eign Ave. W.9. Cunningham 5936. [Ca010]

955 (June) Jensen Interceptor de luxe convertible, especial cylinder heads, triple carburettors, dio, heater, one owner; £1,000.—Ernest Doe & Sons, to, Uiting, Maidon, Essex. Tel. Hatheld Peverle 311. [8232]

ENSEN 541, 1951 model, fitted radio, heater, overdrive, etc., genuine 22,000 miles from new, meticuly maintained by one previous ewner in fabilious treet. Motors (Birmingham), £td., 1s. Lincoln St., least Motors (Birmingham), £td., 1s. Lincoln St., alsall Heath, Birmingham, 12. Calthorpe 5751-2-3. [8512]

H. BARTLETT, the Interceptor and 541 buyers.—
27, Pembridge Villas, W.11. [W1013

W. N. ROAKE AUTOS offer:-

1952 Jowett Javelin de luxe, finished in mar undersenled, most outstanding condition, one solo owner; £445.—24, Widmore Road, Bromley, Kent. 1252.

RUNTINGS MOTORS EXCHANGE

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnerfield Lane, Harrow. Tel. 6225-6.
1953 de luxe, metailic grey; £475.

1953 black, many extras; £450.

1952 de luxe, black; £425. 1951 de luxe, black; £375.

1950 de luxe, black; £375.

BUNTINGS MOTOR EXCHANGE, Harrow. Tel. 6225-6. [0913/R

JAVELIN 1949. looks 1953, heater, 34mpg.—284, Whitby Rd., Eastcote, Ruislip, Middx. [8576]

1950 Jowett Javelin de luxe, black, one owner, per-Starnes MOTORS, 103. The Broadway, Crickle-wood, N.W.2. Gladstone 4480 and 2298. [C4121

1952 Jowett Javelin, black sports sale changes, terms.—Bray Motors, 180-184, W Lane, N.W.6, Hampstead 6490.

£398.—Jowett 1950-1. most exceptional, de luxe-heater, leather, spots, tyres as new many extras; choice 5; '49 to '55; many others; A.A. or R.A. or R.

ROWLAND SMITH'S, the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham, 6041.

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstail, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley, 1954.

F. FAIRMAN & SONS, Ltd., Jowett main agents.

COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.— Horley, Surrey. Tel. Horley 17. [0961/R

G W. WILKIN, Ltd., for Jovett spares and service. Richmond Rd., Kingston-on-Thames. Kin. 2241. TRINITY CARS, Ltd., for all Jowett spares and service facilities.—94, North Side, Wandsworth Common, S W.18. Vandyke 1168.

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A. S. and S.), Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0916.

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tot. 1906/7553.

**B**UNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowett.—Bonnersfield Lane. Harrow. Tel. 6225-6. [0075/R]

COOTER & GREEN, Ltd., Jowett main Javelin, Jupiter and Bradford spares, reps service.—The Eden Park Garage, 485, Upper End Rd., Beckenham, Kent. Bec. 2565.

A. V. MOTORS, Ltd., Park Rd., Teddington, Middle sex. Tel. Kin. 0170 and 8613.—Jowett agents am specialists; comprehensive stock of spares, 1930-1985 models; over 50 years' Jowett experience. [0759/F

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Ad., Croydon (Cro. 5841-22; Busbwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.S (Gul. 7761).

LAGONDA

BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. & E. England.

1956 3-litre saloon.
1957 3-litre saloon.
42-litre V12 2-seater sports/racing car.

103 New Bond St., London, W.I. Mayfair 8351,

CROWN GARAGES offer:-

1939 v12 Lagonda, fitted apecial low-built F. & W. apecial process of the process of the control of the control

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1952 series Lagonda saloon in dark blue with pearl blue interior, radio, heater, brand new tyres all round. a luxury high performance car for a reasonable price: \$725.—1176-1190 Christchurch Rd. Boscombe East, Southbourne 43344.

1933 Lagonda 2-litre open 4-seater sports, taxed: £195.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hamp. 3430. (C1150

1936 Lagonda Rapier, soft top drop hee mechanically perfect, recent reapragee, Orchard Lea, Ellwood Rd., Besconsfield

1952 Lagonds drop head coupe, finished in unterior, filted radio, air conditioning equipment, twin chrome passiamps, twin chrome mirrors, screenwashers, full tool kit and instruction books, this is a genuine low mileage on owner car and must be seen to be appreciated 659 ENGINEERING CO., Smethuras Et., Malbuton, Manchester G. Pendieton, 5457, [C3000]

XXX Excellent cash price offered for good post-war Lagonda.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ROWLAND SMITH's, the Lagonda buyers: highest cash prices.—Hampstead High St., N.W.5. Ham. (W4018/R

LANCHESTER 14, 1953, immaculate; 4500.—3, (8668

1953 Lanchester 14 saloon, black/tan leather, The Black Horse Garage, Richmond 6441 (C1116

The Black Horse Garage, Richmona over Landschaffer 10 de luxe saloon, manuculate, and spotless grey bodywork, speedometer records 35,000, believed genuine, this is an outstanding motor car.

LANES OF WOOD GREEN (established 1997), 100 Lors, 5 months' written guarantee, exchanges, hire purchase —421-423, High Rd., Finchley, Finchley 6221, purchase —421-423, High Rd., Finchley, Finchley 6221,

1937 Lanchester 14 2-door fixed head saloon, ex-cellent condition throughout; £145; he-terms and exchanges.—E.R.C. Services, Summerland Gdns., Muswell Hill, N.10. Tudor 6075. Fitzroy 0295.

225gns.—Lanchester 10, November 1946, de luxe saioon, sliding head, leather, preselsetor, heater, good condition, choice of 4; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead (Catil

ROWLAND SMITH'S, the Lanchester buyers; highest cash prices.—Hampstead High St. N. W. Ham. (W4018/R

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1938 Lancia Aprilia saloons, choice of 2; from £235, terms, exchanges.—Cornwall Garage, Stratford Rd., W.8. Western 2616.

J. H. BARTLETT.—Lancia Aprilia 1939, one owner since new, full service history; £325,—27, Pem-bridge Vilias, W.11. Bayswater 0525. [C1013

1955 (delivered October 1954) Lancia Aurelia III ample throughout £1,150; exchanges deferred terms. JOHN S. TRUBGOTT, Ltd., 175, Westbourne Grove. Uk.1). Bayawater 4274.

A PRILIA 1939 de luxe, grey, engineer maintained, exceptional body condition, new coupling shafts, Michelin X's, heater, screen washers, all leather; £270.

—150, Marshalswick Lane, St. Albans 57953.

1955 Lancia Gran Turismo salcon, 22,000 miles host of extras, good condition; £1,850.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 1514.

J. H. BARTLETT, the Lancia buyers.—27, Pembridge Villas, W.11. (W1013

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Lancia (EnGLAND), Ltd.—English branch and sele |
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servicing and repair work, reconditioning, etc.; carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short indice.—For information regarding general service, reconditioning, etc. |
service, reconditioning |
Lancia works, Alperton, Wembley (Perivale 5658), [80320/R]

LEA-FRANCIS

AZ MOTORS offer 1950 14 saloon, specimen car, fitted radio, bargain; £350!—Palmerston Rd., [C1011]

1951 24-iltre Les-Francis, one owner, well maintively streamlined, body perfect condition, a fast car for the enthusiast; £350.—Tei. Gipsy Hill 4347, [2568]

WORKS maintained 1%-litre Les-Francis 2/4-seater aports, twin camabatts, aluminium body, many extras, fully overhauled 1955, minor overhaul 1956, 2550.—Russell, 15, Swindurn Rd., Zagleschife, Durham

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Lea-Francis CARS, Ltd., Coventry.

SPARES and service for all models from the man-facturers.—Head Office and Works: Much Park fit. Coventry. Tel. 60204-5-6.

#### AND WANTED-SPARES AND SERVICE USED CARS FOR SALE

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CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS, 18, Berkeley St., W.I. Mayfair 6266. FFICIAL Lea-Francis London Service Station, Works and Stores:— BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cun-ningham 5936-7. [0595/R]

#### LIMOUSINES

A&S Ltd.

PROVIDENCE Court, W.1. Mayfair 2941.

USTIN Princess saloon, May 1952, black, hide, covers, radio, heater, one owner, 24,000. £695, USTIN, 1951 A.125 seven passenger Limousine, cook cloth, black, radio, heater, 37,000, one owner.

A DSTIN, 1953, 16hp Hirecar Limousine, one owner, exceptional condition, £625.

A USTIN 1969, Hirecars, 1951/1952, similar description to above. Selection £495/£550.

A USTIN, 1.52 13-Seater Omnicoach. Orders accepted for sarly delivery.

LIMOUSIRE, August 1952, Pullman seven passenger Limousine, outstanding, private owner, low mile-age. £1.075.

Limousine, dataseage. £1070 October 1951. Pullman Limousine, cloth, biack, heater. £895.

HUMBER, 1951 Series, Imperial, black, leather, heater, radio, extensive re-conditioning carried £845.

out. 8855.

Homer, radio, extensive re-conditioning carried out. 8855.

HOMBER, 1950 Series, Imperial, black, low mileage, heater, radio; £765.

HOMBER, 36,000 miles, 1949 Mark II Pullman Limousine, private owner, radio, heater, original Open Charles, private owner, private

miles cloth, thack, outstanding conducts through-outstanding conducts which the conducts of the conducts of the cocasionais, black cloth £725. Swept Mann occasionais, black cloth £725. Swept Mann Egerton Linousine, wide forward occasionals, exceptional condition, history. £545. Swept Windows Linousine, £455. June 1935, 20.25, swept Windows Linousine, £505. OLLS. June 1935, 20.25, swept Windows Linousine, £505. OLLS. Finantom II. liter 1935. UK Series, Hooper £550. OLLS. June 1935. 20.25, swept Windows Linousine, £555. OLLS. Swept Windows Linousine, £555. OLLS

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telephons for lists, LPE & SAUNDERS, Ltd., Providence Court, North Audiey Street, W.I. (Near Selfridges). Mayfair

KNIGHTSBRIDGE offer:-

1955 middle Humbe Hawk touring limousine.

Similar to the touring limousine.

Givision. 20,000 miles only one owner, in outstanding condition, £685.

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[C2036]

1937 Packard Super 8 limousine, choice of two; from £175.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. (C2055 TACK ALPE LIMOUSINES,

MARYLEBONE, W.1. Welbeck 1124.

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ARMSTRONG Sapphire, 1957 series, preselectric, cloth rear, partition, widest forward occasionals, heater, radio, screenwash, 13,000 miles only, one private owner, black, almost as new.

A forward occasionals, two private owners, authenticated milesage 39,000 only; £250.

A USTIN, May, 1955, registered, 1.w.b. Sheerline, leather, radio, private, black; £1,095.

A USTIN, 1955, loby Hirecar, recent engine and axle overhaul, cone owner, £765.

A USTIN, 1955, loby Hirecar, recent engine and axle overhaul, cone owner, £765.

A USTIN, 1951, Hirecar, recent £250 diesel engine, one private owner, £875.

A USTIN, 1951, Hirecar, heaters, one private owner, small mileage; £345.

A USTIN, 1951, Hirecar, heaters, one private owner, small mileage; £345.

A IMALER, late 1952, D.E. 361p, Hooper, forward occasionals, electric partition, heater, radio, screenwach, clearry, one private owner, 25,000 miles only, black; £350.

A IMALER, late 1947, D.E. 261p, Hooper, forward occasionar, one private owner, 25,000 miles only, black; £365.

cloth rear, one private owner, 25,000 miles only, observed.

DaimLer, late 1947, D.E. 26hp Hooper, forward occasionals, cloth rear, electric division, one private owner, black; £1,075, 11 meerial, ohv engine, brown Liesther throughout, heater, radio, loose covers, Liesther throughout, heater, radio, loose covers, 11 meerial, brown throughout, heater, radio, loose covers, 11 miles, 1955, series IV Pullman, ohv engine, cloth rear, heaters, radio, black, £1,295.

HUMBER, 1952, 6439, series IV Fullman, cloth rear, heaters, radio, black; £1,295.

Humber, 1952 (May), series IV Fullman, cloth rear, heaters, radio, underseal, one private owner, black; £1,295.

E.1,025.

H UMBER, series II Fullman, cloth rear, heater, radio, one private owner, 16,000 miles only, unbelievable condition, black: £895.

HUMBER, 1949, series II Pullman, cloth rear, black;

H £595.
H UMBER, 1948, series I pullman, mitred edge, cloth rear, black; £455.
MORRIS. November, 1951, Oxford 14hp Hirecar, cellulosed black, brown upholstery, one owner;

ROLLS-ROYCE, 1936, 25/30, Park Ward, wide for-ward occasionals, leather throughout, swept tail, Note: Section 18, leather throughout, swept tan, private, black, 2685, 267, 25/30 Rippon, forward occasionals, cloth rear, swept tail, heater, one private owner, small mileage, black, 2730.

Not.S. ROYCE, late 1936, 25/30 Thrupp, swept tall, Roich rear, heater, one private owner, small mileage,

Cloth rear, heater, one private owner, such cloth rear, heater, one private owner, such cloth rear, heater throughout cloth cl

LIMOUSINES

£225 -1948 Daimier 24hp, full limousine, 2 pri-sate owners, recently overhauled, bills avail-able.—Mervyn Austin, Kensington 8862, Welbeck 6655, 179002

1952 Humber Pullman Mk. III, radio, heater, fog lamps, etc., one private owner, unused to hire work, excellent condition; £995.—H. W. Motors (George Abecassis), Walton-on-Thames 2404-5-6-73000

G&M ALFREDS (1956). Ltd.—1939 W68000 history; 1937 series Buick RO limousine, outstanding condition, fuller owner since new stored for long period, the whole condition, original.—6-7, Warren St. W.I. Eusten 3268.

W.I. Euston 3268. [C1005 £290] "I—Magnificent and unrepeatable value, superb privately ued only 8-passenger Chevrolet limousine, Just pre-war but with nowing lines similar to 1947/8 models, built-in modern boot, leather front, wide occasionals, a magnificent vehicle at bargain

£275 111-1939 Austin 18 8-passenger limousine, in excellent condition and ideal for immediate hire use.

AMBS OF WOOD GREEN (Established 1897). 100
cars, 3 months' written guarantee; exchanges, hire
purchase.—421-423, High Rd., Pinchley. Pinchley 6222,
(C2052

A LPE & SAUNDERS, Ltd., require Limousines. Good prices for cars in above average condition. A & S Ltd., Frovidence Court, North Audley Street, (Wear Selfridges). Mayfair 2941. (W1006 XXX Excellent cash price offered for good post-war Limousines.—H. F. Edwards. 154. Great Titch. eld St., London, W.I. Langham 0012, [W2003

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1949 Lincoln convertible, power hood and windows overdrive, radio, heater, excellent condition: SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 2676/7779. [C40]6

MRS. Averil Scott-Monerieff offers her Lotus VI M.G. TF (Stage III), 1,465cc, cross flow, hydrau-iles, impeccably maintained, reason sale, bought Climax; 2575, terms.—Rock Cottage, Basford Hall, Leek, Staf-fordshire Tel. Churnet Side 300.

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ONDON Distributors.

NEW 300SL roadster.

JEW 220S saloon.

NEW 190SL roadster.

1956 series 300SL roadster 1955 series 300 saloon.

1956 220A saloon. 1957 190SL sports coupe. 103. New Bond St., London, W.I. Mayfair 8351.

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Language of the passed by factory-trained service dept; unique 12 months guarantee and after-sales service; open Saturday afternoons.

220S 1958 Hydrak transmission, high compression; 220A 1956 blue, one owner, 13,000 miles, servo high property of the passes; £1,425.

190SL 1957 roadster, 15,000 miles, silver, blue hide; £2,195, one owner, 29,000 miles; Woking Motores, Ltd., open Saturday afternoons, Maybury Hill, Woking 4277 [C4057]

JOHN TRUSCOTT, Lti., Mercedes-Benz distributors, many new cars for immediate or early delivery. many new including:
TYPE 300D saloon, automatic transmission, fuel injection 180kbp engine.
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TYPE 220S saloons with Mydrak or normal trans-mission, wide choice of colours. TYPE 1908L Roadster.

Type 1908L Roadster.

EARLIEST delivery of all other models; detailed literature on request.

WE have a large and varied stock of second-hand Mercedes-Benz cars, which changes constantly; current details on request.

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1951 Mercedes 170V saloon, luxury car as un-repeatable price of £395. DICKS CAR SALES, Ltd. Exeter Rd Kilburn N.W.6. Tel Gladstone 7175 (C1072 MAYFAIR COUNTRY CARS offer:-

MAYFAIR COUNTRY CARS disc. 1955 220A Mercedes, Motoroia radio, very low milesgre £1,326 and Motoroia radio, very low MAYFAIR COUNTRY CARS, 47, Montrose Place, M. Hyde Park Corner, S.W.I. Beigravia 5854, (C3008)

1954 Mercedes 300 saloon, one owner, radio, heater, in beautiful condition; bargain.

COUNTY CARS. Ltd., 3, Oldham Rd., New Cross Manchester, 4, Central 9257.

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NEW 2208 saloon, dark blue with grey striped up-170 diesel Mercedes-Benz, black finish, left-hand drive saloon, first registered October, 1954;

1955 tional motor.
1955 220A saloon, sun roof, radio, grey exterior with cloth upholstery, exceptional con-

1954 180 saloon, black with green upholatery.

JEW 220S and 190SL, available immediately; early delivery of all models.

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford.
Tel. 4881. Evenings, Danbury 218 or Chelmsford (C113)

TAYLOR & CRAWLEY, Mercedes-Benz distributors. OFFER new:

220S saloon, complete range of colours available for immediate delivery.

190SL coupe.

GUARANTEED used cars.

300 Cabriolet D. magnificent condition, super luxury car; £2,200, 1956 series saloon, servo brakes, leather up-lostery, beautiful car; £1,435, 220A 1955 saloon, low mileage, serviced and maintained by us since new, leather upholstery;

1905. 1956, 10,000 miles, radio, heater, leather, new, a superb example: £2,375. 1905. 1956, 15,000 miles, one owner since new, supplied by us, a really beautiful car;

2.295. 956 saloon, 10,000 miles, one owner since new, 1900 in 'mmacuiste condition'; 21,435.

AYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.I. Gros. 6881.

MOTORS & PLANT (PETERBOROUGH), Ltd., the Mercedes-Benz distributors offer:—

180D Mercedes, in grey, delivery from stock,

1955 180 Mercedes, in grey, better than new.-

220A mines; £1,495.
NEW 190 saloon: grey with red interior, at list price; £1,576-70.
WE will allow a good price for a 180 diesel or any other make of car.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge).

1958 series Mercedes-Benz 2208 saloon, finished in virtually as new: £2,000.

1957 series Mercedes-Benz 2208 saloon, finished in politic series Mercedes-Benz 2208 saloon, finished in pearl grey, genuine 22,000 miles per distribution of the pearl grey, genuine 22,000 miles, fitted radio, covers, immaculate: £1,775.

THOMPSON-DOXEY, Ltd., Mercedes-Benz distributions, —103-139, East Bank Street, Southport, Tel. 56934.5-6. distribu-ort. Tel. (C4120

1956 180 saloon, one owner, low mileage, ston By-Pass, Tolworth, Elmbridge 2254. (C4081

1957 (August) Mercedes-Benz 2208 de luxe saloon, black with red leather, one owner, certified il.000 miles only, superb condition; £1,950 BELLE VUE GARAGE, Whitegate Drive, Blackpool. Fel. 28502. Evenings 41980. [8819

190SL hard top 1957, signal red, 9,000 miles, Motorola, quite as new; £2,200 or exchange.—Tel. Lockeridge 217 (Wilts.). [7936

300SL Mercedes-Benz sports saloon, 1955, red most attractive 300SL in the country: £2,650.— w. A. Jordan, Holme Flour Mills, Biggleswade, Beds. Tel. 2001.

365 gns.—Mercedes-Benz, 1952, 170V continental 4-door sports saloon, grey, lhd, exceptional; written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

(Hampstead Tube). Hampstead 6041. [2018]

180 black with grey upholstery, in immaculate condition, fitted 220 type wheel discs, low mleage; price £1,250, or exchange smaller car.—Tel. Bedford 67421 day, or Hexton (Herts) 376 after 6 p.m. [8190]

1957 series (Nov. 1956) Mercedes 220S finished in and is absolutely as new, and is fitted with numerous extras; £1,725.—E. D. Abbott Lid., Farnham, Surrey, Tel. 6262.

CHARLES CRUICKSHANK MOTORS, The Center of Paristol, 1. Tel. 25280 Mercedes-Bens distribution to the Western Counties. We invite enquiries for world famous Mercedes-Benz cars; brochure availaby return; demonstrations arranged by appointme part exchanges welcomed and our confidential outnoome facilities available.

ROSE & YOUNG, Ltd., offer 1957 Mercedes-Bem 3 008C sports drop head coupe, 7,000 miles only, fitted Becker self-seeking radio, leather upholeter, one owner, immaculate condition, cost new nearly \$7,000, now offered at \$2,750.—65-99. Sternhold ave. Streatham Hill. SW 2. (one min Streatham Hill.

J. H. BARTLETT require low mileage 300SL and 190SL Mercedes.—27, Pembridge Villas, W.11. [W10]

ROWLAND SMITH'S, the Mercedes buyers; highest cash prices.—Hampstead High St., N.W.5. Ham (W4018/F

XXX Excellent cash price offered for Mercedes-Benz.—H. F. Edwards. Great Titchfield St., London, W.1. Langham 00

Mercedes-Benz Spares and Service
NOTTINGHAMSHIRE
SALES, service and spares, factory trained personnel.
—Main agents B. & K. Thomas, Ltd., 17/21, Loughborough Rd., West Bridgford, Nottingham Tel. 83/21
(S limes).

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares.—58 Camberwell New Rd., 8.W.5. Reliance 7691.

MERCURY

1949 Mercury V8, blue/2-tone hide, r.h.d., heater, only one owner; £425.—Central Basingstoke Motors, Ltd., Brook St. Tel, Basingstoke 2468. [8029]

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brant-ford. Tel. Ealing \$506-9.

Messersehmitt Spares and Service

PRIDE & CLARKE.—Stock spares; quotations any
part by return post; c.o.d.; easy payments; trade
supplied.—Stockwell Rd., S.W.9. Brixton 6251. [S3068

#### METROPOLITAN

HAROLD PERRY, Ltd., 1105-1111. High Rd., Whetstone, N.20. Tell. Hillside 6621, offer:—1957 Metropolitan, yellow/grey, radio, heater, very low mileage, late property of well-known film actress; 2665, hire purchase facilities available Rd., Whetstone, N.20. Tell, Hillside 6621. (C5042

DIXON'S GARAGES (PUTNEY), Ltd., offer:-

1957 Metropolitan hard top, blue and white. 9,000 miles genuine, as new, one owner, several extras; £665.—134, West Hill, 8.W.15. Putney 0396. [C1073 B. J. HUNTER, Ltd., Austin agents, offer:-

NASH Metropolitan coupe, special export model; B. J. HUNTER, Ltd., 22, Cricklewood Broadway, 102040

1957 Metropolitan convertible, green and white, GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.

1958 Metropolitan hardtop, 3 weeks old, 700 miles, cream and red; £695.—Pinner Motor Co., Ltd., Pinner 456
1957 Nash Metropolitan, under 2,000 miles, radio, heater: £695.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell-2362. [C2128

1957 Metropolitan hard top, blue/white, 6,000 miles, immaculate, full B.M.C. warranty; 6885.—Wilsons, 36, Acre Lane, Brixton 4011. [C4085]

1957 (Sept.) Metropolitan hard top, 5,000 miles, radio, heater, underseal, spots, etc.; £695.—
Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.

# REG TIMMS offers: -

1946 (Dec., '45) M.G. TC 2-seater. finished in tartan loose covers. 5 good tyres and an almost new hood, very sound mechanically and bodily: 2550.

HIRE purchase, part exchanges. 28-30, High Town [C4124

DUNCAN HAMILTON & CO., offer:-1955 M.G. TF 1500, 16,000 miles only, black with red interior, luggage grid, spotlights, demister, etc., in really beautiful order throughout;

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101.

PARADE MOTORS (MITCHAM), Ltd., offer:--1956 M.G. A. red-fred, fitted tonneau cover, many extras; £785.
1956 M.G. A. blue/grey, one owner, many extras; £785.
1953 M.G. TD, cream/red, excellent condition; £485.
1951 M.G. TD, black/red, superb condition; £465.
1951 M.G. TD, black/belge, in superb condition; £465.
1949 M.G. TC, green/green, excellent condition; £450.
1949 M.G. TC, green/green, excellent condition; £465.
1949 M.G. TC, green/green, excellent condition; £465.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey, Tel. Mitcham 3392/7188.

1954 M.G. series TF. black; £575.—Odeon Motors, [C3028

1956 M.G. TVR special, one owner, nominal mile-age, as new. COUNTY CARS. Ltd., 5, Oldham Rd., New Cross, Manchester, 4. Central 9257.

M.G. TF 1500, 1955 (April), new tyres, new hood and side screens, in showroom condition through-STANBOURNE MOTOR Co., Ltd., 169-171, Old Christchurch Rd. Tel. Bournemouth 7007. [8601

M.O. TP 1954, green, beige, 25,000, new tyres, immaculate original condition; sacrified by enthusiast for £585.—Mynett, Horns Rd., Streud, Gloz. 1954 M.O. TF, black, green leather, beige, plastic hood, one careful owner (bank manager), lou mileage, many extras, immaculate condition through-

McLAREN & COX. Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083 1939 M.G. TB with new battery, allencer, upholstery, front shocks, kingpins, wheel bearing, etc., extras include spot light, luggage rack and heater, Br s.; £275.—Box 6397.

M.G. MIDGET

1954 Aug.) M.G. TF 2-seater, red/beige leather, ritted heater, chrome carrier, etc., specimen car; £575.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highollife 2275. [C21097] £409.—Specimen 1953 TD: for this and many others M.G., TA, TC, TD, etc., see our advertisements in sports car columns.—Crescars, Ltd., 156, High Rd., East Finchley, London, N.2. Tudor 2772.

1954 M.G. TF roadster, guaranteed 24,000 only, one careful owner, exceptional mechanical condition, sparkling appearance and performance, tyres almost new, taxed to December; £615 or near.—286 Coulsdon Rd., old Coulsdon, Surrey. Downland 128 after 6 p.m. [8672

M.G. Midget Cars Wanted
TC, TD, TFs wanted for cash.—Archway Engineering. Ltd., Bridgewater St., Knott Mill, Manchester. 5. Blackfriars 6455.
[0687/B]

TOM GARNER, Ltd., offer:-

1956 M.O. Magnette saloon, black, htr.; £825. TOM GARNER, i.td., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd offer:-

1954 M.G. Magnette saloon, radio and heater WARWICK WRIGHT, Ltd. 393 Edgware Rd., N.W.2. Gladstone 0041, [C4045]

GUY SALMON AUTOMOBILES offer:-

1957 (June) M.G. Magnette Varitone, lvory and marcon/red upholatery, 5,000 miles, one owner; £995.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

I INIVERSITY MOTORS, Ltd., offer with guarantee:-

1956 M.G. Magnette varitone saloon, duo-green, lisin carburettors; £1,600 miles only, £45 engine conversion, 1957 M.G. Magnette varitone saloon, lvory and maroon with blacult upholatery, 12,000 miles;

1995. M.G. Magnette saloon, twilight grey with grey upholstery, 11,000 miles; £950. M.G. Magnette 2B saloon, twilight grey with grey upholstery, 11,000 miles; £950. M.G. Magnette 2B saloon, twilight grey with grey uphoistery, fitted wing mirrors, 14,000 miles; £922. M.G. Magnette saloon, blue with marcon upholstery, £2B engine, fitted radio and badge bar, 10,000 miles; £855. UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. [7750]

1957 M.G. Magnette saloon, black, 14,000 million, 2895.
1956 M.G. Magnette de luxe saloon, pastel green, auguranteed mileage 25,000, one owner; £795.
Staines főél.

1955 one owner, finished in twilight grey, good condition; £675.—Weybridge 3265. [C1143

1955 M.G. Magnette, low mileage, immaculate; 685.—Castle Street Motors, 5, St. John's Rd., Hove 70586.

1957 (Nov.) M.G. Magnette, Varitone single tone red, biscuit upholstery, one owner, low mileage, Ace discs; £995.—Reigate 4821.

MAGNETTE Varitone, July 1957, as new, low mile-age, one owner, taxed: £365 o.n.o.—Livingstone 4766 before 6, and Gipsy Hilf 3641.

1955 Magnette, blue, first-class condition; £6 S.E.10. Gre, 4776.

1956 (April) M.O. Magnette, black/maroon miles, one owner, taxed, sold by u £795.—The Black Horse Garage, Richmond 6441.

1956 M.G. Magnette, dark grey, 15,000 mll pecimen car; £835.—Bells Service Gara 144, London Rd., Kingston-on-Thames. Kingston (Citif 1957 (Sept.) Magnette Varitone, grey, one Falcon Word, 400, London Rd., Isleworth, Hounslow 0011.

1955 (April) M.G. Magnette saloon, black, nearly immaculate condition; 2725.—H. E. Griffin Motors, Ltd., Haywards Heath 395.

1956 (October) ZB M.G. Magnetie with extras.

America.—Gillings. Bowerchalke, Salisbury.

Broadchalke 208.

M.G. Magnette saloon, black with tan leather, 1985, one owner engine overhauled, excellent condition: £725.—A. K. Austin, Ltd., 575, Mansfield Rd., Nottingham. Tel. 63251/2.

1957 de luxe saloon, ivory with black leather, one heater, screen washers, twin spot lamps, twin sing mirrors, badge bar, etc.; £875.—Birmingham South 5018.

1954 M.G. Magnette saloon, magnificent of guarantee, terms, exchanges.—Tate & Hitchins, Hayes Crescent, Temple Fortune, N.W.II. Speces573.

1956 Magnette, one owner, 14.000 miles, A-type pistons, high uxle 1stio, Michelin X. other valuable extras, unquestionably excelent; £510; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.I. Bejravia 3711.

M.G. MAGNETTE

1955 in green, a most genuine one owners. Sloombe's and terms. Sloombe's and terms. Sloombe's (240, Dudden Hill Lane, N.W.10. Willesden 4869/3934.

1956 (registered Dec. '55) M.O. Magnette. Alexander Couversion. high ratio axie, Michell tyres, radiator blind, wing mirrors, etc.; & Wheelers (Newbury), Ltd., Newbury 1050.

M.G. Magnette Saloon required, varitone considered.

M.G. Magnette saloon required, varitone considered.

—Greenways, 81, Airestord Rd., Winchesster.

[W4087

Wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.

KNIGHTSBRIDGE offer:

1958 (March) M.G. A, finished blue with grey in-column, Michelin X, chrome disca, one owner, 1,000 miles, cost £1,125, offered at £365. 1, Roberts Mews. Lowndes Place, S.W.1. Sloans (2008)

W. N. ROAKES AUTOS offer:-

1957 M.G. A sports, 8,000 miles, black with green leather, excellent condition, one owner; 1928, —24, Widmore Road, Bromley, Eent. Rev. 1255, 76047

DISPATCH MOTORS, Ltd., offer:-

1956 M.G. A. immaculate condition, low milesee: E765.—Borough High St., S.E.I. Wat. 5991.

TANKARD & SMITH, Ltd. (Tottenham), offer:-

1956 M.O. A 2-seater, blue, black leather, heater, creenwashers, tonneau cover, twin spotlights, chrome luggage grid, excellently maintained; 2745,—226, High Rd., London, N.15. Tot. 0414.

1958 M.G. A coupe, under 1,000 miles only.—Gray.

No. Salisbury 2657, after 6.50 p.m.

1956 (Oct.) M.G. A, 7,000 miles only, white/red hide, as new; £865.—University Autos.

1958 (May) M.G. A 2-seater, 120 miles only; 2948.

Christchurch, Hants. Tel, Higheliffe 2275.

1956 M.G. A. one owner, many extras, im-Robbins, East Putney, Tel. 7881. 1956 M.G. A. two-scater, white, heater, miles, one owner, £750.—Putney, Coombe, Kingston By-Pass, S.W.20. Maiden 14,000

1958 fixed head coupe, pastel green, mileage 4,000, fitted radio, heater transparent loose covers, etc., virtually £950.—Birmingham South 3018.

4500 miles. genuinely.—1956 (April) M.G. A. heater, white, shopping car only, similar to pew, no dealers; £625.—Sedgwick, Greenaleeves, Letzh Place, Cobham, Surrey. Cobham 2501.

M. G. A October 1957 drop head, black, red let 1,427 miles only, fitted wire wheels, low radios, adjustable steering column, H.M. v. screen washers, Dunlop racing tyres, wing miluspage rack, tonneau cover, not yet run in, £1,176; offers over £1,000.—Eox 6354.

1958 M.G. A fixed head coupe, 1,500 s fitted heater, underscaled, badge bar, Its wheel discs, wing mirrors, spotlamps, whole new throughout, cost £1,175; accept £9 arranged or exchange.—Rowberry, 249, Bye. Chilwell, Notts. Tel. Beesson 257760.

XXX 1956 M.O. A 3-seater, fitted with detach-able hardtop, finished in red with blast uphoister, heater clock, screen washers, embelliahers, two pass lights, one owner, speedo, reading 8,966 miles, almost unmarked, £795; written garantee, terms, ex-changes.—H. F. Edwards, 28-34, Upper High St., Egeom. 7e1, 5611.

WEYBRIDGE AUTOMOBILES offer:-

1952 (Nov.) M.G. 1½ saloon, maroon with bises 1952 interior, excellent condition throughout; \$474 WEYBRIDGE AUTOMOBILES, Ltd., 30, queens Bd Weybridge, Surrey. Weybridge 2233, extn. 19.

PERFORMANCE CARS unique selection (125 care) see our full page next week.

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945 ms.—M.G. Magnette 1957 ZB Varitone de vashers, small mileage, written guarantee; terma, changes.—Rowland Smith, below:—

905 mineral blue, grey leather, heat top or mineral blue, grey leather, see the seed of t

written guarantee; farma, exchanges.—Rowland mines, below:—
725 gms.—M.G. 1956 M.G. A 2-seater, glacier blue, 725 gms.—M.G. 1956 M.G. A 2-seater, glacier blue, 25 gms.—M.G. Midget legs arrier, badge bar, carefully used, written guarantee; choice of 3; terms, exchanges.—Rowland Smith, below:—495 badge ber, new hood, carefully used, written guarantee; ferms, exchanges.—Rowland Smith, below:—25 gms.—M.G. Midget September 1986 To. Below:—275 gms.—M.G. Midget Royember 1986 To. Written guarantee: terms, exchanges.—Rowland Smith, below:—205 gms.—M.G. Midget November 1986 To. 2-seater, vory, coversize rear tyres; choice of 12 Midgets, terms, exchanges.—Rowland Smith, below:—165 gms.—M.G. Midget lave 1988 TA 2-seater, vory, coversize rear tyres; choice of 12 Midgets, terms, exchanges, list; open 9-7 week-days and Saturdeys.—Rowland Smith, Eampetead Champstead 6041.

M.G. MISCELLANEOUS
UNIVERSITY MOTORS, Ltd., suaranteed cars always available.—80. Piccadilly W.1. Grosvenor 4141 (0596, mark)

BEARTS OF KINGSTON, M.G. specialists.—Sales. spares, repairs.—102, London Rd., Kingston, Tel. Kin 5348.

1938 M.G. VA saloon, good condition, engine needs attention; £130 o.n.o.—Tel. Baldwin, Cro. [8788

M.G. 114 saloon 1951, grey with red leather, re-conditioned engine and 4 new tyres last year; £400.—Shaw, 35A. Nightingale Rd., Southsea. [8318

1952 M.G. 1½ saloon, just fitted new engine unit. Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 6636. £05 to clear.—1938 M.G. VA 1½ litre, 4-door saloon, extensively reconditioned, very good mechanical order; terms.—Coacheraft, Elm Rd. Evesham. Tel., 2775.

M G. 2.6 tourer, rebuilt in 1950, new hood, excellent coachwork, mechanically perfect, a connoisseur's car; £175.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185.

M.G. Miscellancous Cars Wanted

ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041, [W4018/R

ALMOST new M.G. required immediately.—Morley, 76. Cambridge Rd., Kingston. Kingston 8385. [W3016/R

CNK MOTORS urgently require M.G.s. al Hampstead 5712. Finchley Rd. N.W.5. Tel (W1052

URGENTLY required, 1946.57 M.G. saloons and 2-seaters.—Gibson Sports Cars (Christchurch). Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. High-cliffe 2275.

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OLELY M.G. cars, sales and repairs; most compre-Schensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Monday to Saturday TOJJMIN MCOTALS, 345, Staines Rd. Hounslow, Middx Tel. Hou. 2258 and 3456.

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., [0505/R]

M G spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bases, springs, rocker springs, springs, wheels, hubs, vertical drive assembles, prompt postal service; c.od, and curranteed workmanship in all our repairs.—A. E. Wilhams Queens Garage, Queens Rd., Wimbledon (Staton), SW 19. Liberty 3985.

MORGAN

CHOICE of 3 Morgans: from £415.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733.

[722]

£350 -1950 4/4, wireless, etc., h.p. available. Pickard, Woodside, Foxhill, Leeds 52180. T8824

ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

BASIL ROY, Ltd., require for cash or part exchange for any make,—161. Great Portland St., W.I. Langham 7735.

Morgan Spares and Service

PASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1.

Langham 7735. [0514/R]

L. F. DOVE, Ltd., offer:-

1957 Morris Traveller, as new, low mileage; £685, —L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456.

TWO STROKES, Ltd., offer:-1951 Morris Minor convertible, sound car through-out, guaranteed: £369. STANMORE Hill, Stanmore, Middx. Tel. Grimsdyke [C4091

METROPOLITAN MOTORS offer:-

METROPOLITATION MINOR de luxe 2-door, 17.000 miles; 1955 &485.—Horn Lane, Acton, W.5. Acorn 5064. (C3080

WARWICK WRIGHT, Ltd., offer:-

1956 Morris Minor 4-door de luxe saloon, green, proposition of green upholstery, heater, 14,000 miles; £585, 1956 upholstery, heater, 16,000 miles; £625, Morris Minor 1000 2-door de luxe saloon, black, red upholstery, heater, 6,000 miles;

Karwick wright, Ltd. Lord's Court, St. John's Wood Rd. London, N.W.8. Cunningham 6050, ALSO at 395, Edgware Rd., N.W.2. Gladstone 0041.

1956 Morris Minor 4-door saloon, black, heater; WARWICK WRIGHT, Ltd.

PERFORMANCE CARS unique selection (125 cars) see our full page next week. (C3041

J. DAVY, Ltd., Morris agents.

1957 Minor 1000 coupe, one owner, heater, im maculate condition, comprehensive guaran 180-184, Kensington High St., W.8. Wes. 7181 215, Brompton Rd., S.W.3. Kni. 4215. [C1068

1956 4-door saloon, erey; £555

1950 2-door saloon: £385.—Gordon Lovett, Ltd., 45, The Mall, W.5. Ealing 4727. (C3148

ENGINES RECONDITIONED, Ltd., offer:-

1955 Morris Minor Travellers car, one owner, low mileage; £535, 333, Pinner Rd., Harrow Middlesex. Tel. Harrow 5366.

BROADWAY MOTORS Hounslow, offer:-

1957 Morris Minor 1000, 2-door, green, one owner; Rd. Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 9509/0175.

NAYLOR & ROOT, Ltd. (Established) 1920.

To Morris Minor de luxe, black/red hide, heater, seat covers, mirrors, chassis treated, 8,000 CLAPHAM Junction, S.W.11, Battersea 2252. [C3022

HENDON CENTRAL GARAGE, Ltd., offer:-

MORRIS Minor, 1956 series, 4-door de luxe; £520 —Watford Way, Hendon Central, N.W.4. Tel Hendon 8084-5.

B. J. HUNTER, Ltd., Austin agents, offer:-

1958 Morris Minor 1000 convertible de luxe, 1,400
1957 Miles only: £650.
1957 5,000 miles only: £625.
B. J. HUNTER. Ltd., 22. Cricklewood Broadwsy.
N.W.2. Tel. Gladsfore 5303. [C2040

KDM & CHERRINGTON, Ltd., offer:-

1955 (August) Minor Travellers de luxe, one owner 1955 (19,000 miles; green; £550,—9, Albemarie St. W.1. Grosvenor 5551.

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:-

1956 Morris Minor 2-door de luxe saloon, one owner, good condition; £515.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1954 (December) Morris Minor convertible, black; DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Rayensbourne 2634-5. [C1129]

MORRIS Minor 1000 de luxe 1957, black, low mile-Mage: £585.
METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., Lundon, S.W.5. Fre. 5471, 0186-7. [C3064]

1955 Morris Minor, 2-door saloon, black with interior, nice condition; £480.—Pad. 076

1950 Morris Minor saloon, exceptionally clean Car;
X L SERVICE STATION, Kingston Vale. S.W.15, [C4060]

1958 (Jan.) Morris Minor Travellers de luxe, 4,000 miles, one owner; £715.
GEORGE NEWMAN & Co., 569, Euston Rd., London, (C3023/1

YES—but if it's Morris—it's Sparks of Streatham Hill. S.W.2, your main depot,—Tulse Hill 3434. [0812/R 1957 [July] Morris Minor Traveller de luxe, one DEORGE NEWS WAY (1960) Miles; 2650, London, N.W.I. Eusten 4466.

MINOR 1000 convertible, grey, 4,000 miles: £565: exchange saloon.—Tel. Southampton 68851

[8240 1953 (October) Morris Minor 4-door, 18,000 miles radio, heater; £455.—Haskins, Ladbroke 1155 [C302]

MINOR 1000, 2,500 miles only, indistinguishable from new; £625.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [8428

1956 Morris Minor Travellers, excellent cor throughout, taxed: £585.—Kings Mote High St., Hounslow 5532/2559

1951 convertible, 2-tone, very smart; £365 o.n.o. Gulliver 1324 10 to 5 week-days. Radi

BROCKHAM MOTOR Co. offer from the larges selection in the south all with written guaranted and very low mileage:

1957 1000 convt, as new; £575.

1956 2-door, 4 in stock; from £485.

1955 2-dor, various colours; from £465.

1955 4-door, 3 to pick from; £485.

1954 2-door, low mileage, grey, £435. 1955 Travellers, very low mileage: £485.

1954 Travellers, black, low mileage; £485.

87. Middle St., Brockham Green, Betchworth, Surrey, Betchworth 2210 and Dawes Green 310. [C1155] 1954 2-door de luxe saloon, heater, condition; £450,-Bridge Motor

Leather-[C1136 1954 Morris Minor Traveller, clarendon g owner, exceptionally nice condition; Wilsons, 36, Acre Lane, Brixton 4011.

MORRIS MINOR

4 Morris Minor 2-door saloon, heater, one owner, black; £425.—Salmons Garages, Ltd., E425.—Salmons Garages, Ltd., C4029 1954 Morris

1955 (model) Traveller's de luxe, blue, new engine just fitted, well maintained; £525.—Ivor Beal, Western 2789.

£535 | Morris Minor saloon, 1956, 14,000 miles and one owner; just as new.—Jennings, [C3103

1957 Morris Minor 1000 Traveller's car. darl green, grey upholstery, one owner, 14,000 miles; £675.—Kerridge, Alton 2224.

1956 Morris Minor Travellers car, choi from £525.—Cavendish Motors, Rd., N.W.6. Willesden 0046. 1957 Minor 1000 2-door, 10,000 miles; £610.— Ltd., of Wimbledon. Liberty 8221 and Wim. 2526.

£590'!!-1956 series Morris Minor Traveller de with heater and just as new.-Jennings, Richmond 3568, [C3103/1

1955 (April) Minor Traveller de luxe, wing mirrors heater, 22,000 miles, taxed year, one owner, 6525.—The Black Horse Garage, Richmond 6441.

£345.—Minor 1951 convertible, one owner, low exceptional mechanically and otherwise.—O'Reilly, 154, Church Rd., Hanweil, W.7. Tel. Mal. 6919.

1956 Morris Minor de luxe convertible, with extras, 76, Cambridge Rd., Kingston-on-Thames. Kingston-8885.

MORRIS Minor 2-door saloon 1955, green with grey upholstery, fitted heater, one careful owner from 4260.—Newbury Motors, Ltd., Manor Lane, Halesowen, Tel. 1641.

1955 56 Minor Travellers, heater, one own guaranteed; from £485; terms, exchange Paimers, 3, Russell Garden Mews, Kensington, Wark 9704.

1950 Morris Minor saloon, beige smart; £325; an-other, £310; also \$950 Morris Minor con-vertible; £510.—R. L. H. Molors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492.

1957. 1956, 1955 convertible: 1954, 1959 Minor to £635.—Smith & Hunter, 376, Kensington High St. W.14. Western 2312.

1956 (June) Morris Minor convertible, 17,000, one convertible, 17,000,

1957 Morris Minor 2- and 4-door saloons, mileage 12,000 to 15,000, B.M.C. guarantee; £568-£595.—Lankester Engineering Co., Ltd., 59, Eden St., Kingston, Kin, 3151.

111 1953 Minor convertible, grey/red, taxed December, excellent throughout, one private owner; £375—Bruce France, 20, Cromwell Mews, South Kensington. Flaxman 0513. [C2096]

1954 Morris Minor Traveller, black/red interior heater, very recent engine overhaul all tyres nearly new, immaculate example of this extremely versatile vehicle; £465.—Burgh Heath 5856

1956 (late) Minor 2-door saloon de luxe black black gularly serviced and in superlative condition; £510.—M. J. Corbett, Melbara, 14, Lime Close, Piltwick, Beds. Tel. Piltwick 457, evenings.

495gns.—Morris Minor 1956 de luxe saloon, Clarendon grey, red leather, heater, one owner, small mileage, spare unused, written guarantee; terms, exchanges, list; open 9-7 week-days and Satundays. Rowland Smith, Hampstead (Hampstead Tube), Hampstead (2018)

1957 Morris Minor 1000 2-door de luxe saloons, ir various colours, from 8,000 to 25,000 miles choice of 15 cars all in excellent condition and warming the prices ranging from £565 to £556 seconding to mileage.—Coventry & Jeffs, Ltd. Tel. Bristo 37076.

£500 —1955 Morria Minor 4-door de luxe, green low mileage, carefully maintained and keptin excellent condition by one owner; also further choice of 2 Minors with factory-reconditioned engines. 1956 at £490.—All guaranteed by The Woodcott Motor Co., Ltd., The Nuffield Distributors, Church 8t. Eppom 1234.

Morris Minor Cars Wanted

Morris Minor 2- or 4-door, not black, urgently
wanted for cash.—Box 6322. [W1150]

YOUR convertible wanted for cash.—Marble Arch Motors, Camberwell Green, S.E.S. Rodney 2181. 179038

NEW Morris Minor saloon required, Traveller's can considered.—Greenways, 81, Alresford Rd., Win [W408]

ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

MORRIS EIGHT

1948 model Morris 8 series E de luxe salcon, exmodel 4-door salcon, very exceptional; £277/10, Another 1949
King St., Hammersmith, W.6. Riv. 2837/8. [C5130]

MORRIS EIGHT

225 gns.—Morris & 1946 Series E de luxe saloon, black, silding head, brown leather, very good condition, choice of 2; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Head). Hampstead 6041. [Ce018

195 gns.—Morris 10 1946 de luxe saloon, black, dition; choles of 2 ferms, exchanges, list; open 9.7 week-days and Saurdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041

CROPTON GARAGES, Ltd.

1954 Morria Cowley, heater, finished in grey with red trim, excellent condition throughout; £545.—132, Whitechapel Rd., Bishopsgate 3393. [C1159] COWLEY 1500, d/green, immediate delivery, list

EAST GREENWICH GARAGE, Ltd., Trafalgar Rd., S.E.10, Gre. 4776.

1955 (April) Morris Cowley saloon, black/red leather, one owner; £556.—Vandervell Bros., Ltd., 215. Haverstock Hill, N.W.3. Swi. 4441. [C4067]

MORRIS OXFORD

D . S. CURRIE & Co., Ltd.

1954 (Nov.) Series II Morris Oxford saloon, the finished in green, green interior, fitting 24,000 miles; £550.—105, Westbourne Grove, W.2. Bayswater 0085.

H. A. SAUNDERS, Ltd., offer:-

1957 Morria Oxford saloon, black, red uphoistery, recorded mileage 10,578, heater; £775, 1956 Morria Oxford saloon, green, green uphoistery, recorded mileage 22,926, heater; £295, horth A. SAUNDERS, Ldc., 636-642, High Rd., North Finchley, N.12. Hillidie S272 (6 lines), [C4092 GUY SALMON AUTOMOBILES offer:-

1957 Morris Oxford saloon, 10,000 miles only, one owner; £765.—Portsmouth Rd., Thames Ditton. Emocrbrook 5551-2-5. [C4001

RROADWAY MOTORS, Hounslow, offer:-

MORRIS Oxford, birch grey and M.G. red, centre Manworth Rd., Hounslow (2 mins Hounslow East Tube), Middx. Hou: 3509/0175.

TANKARD & SMITH, Ltd. (Tottenham), offer:-

1956 series Morris Onford Traveller's car. Empir moderate milease, outstanding example; £685, 226 High Rd., London, N.15, Tot. 0414.

1956 Morris Oxford estate car, grey, leather, 6660.

Brent CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Spc. 1196.

1955 Morria Oxford saloon, fawn, 19,000 miles; 62077.—Hile Motors. Tot. 7771. [C2077]

1954 black; £565.—Gordon Lovett, Ltd., 45, The [C3148]

YES—but it it's Morris—it's Sparks of Streatham Hill, S.W.2., your main depot.—Tulee Hill 3434. TRAVELLER (June 1956), series II, beige, heater. 17,500 miles; £670 o.n.o.; terms.—Rotherham 78326.

1954 Morris Oxford Series II saloon, green, heater; Tottenham 0353. [C2118]

PPP.—Travellers, choice of 7 Oxfords, 1957 Phase III, 1956, 1955, and 1954.—Pedigree Estate Cars, 340, Euston Rd., N.W.I. Euston 7889. [C3095] TOM ALLERY AUTOMOBILES.—1956 Morris Oxford birch grey, 20,000, as new; £625.—68, Hill Rd., Wimbledon 5848. (C1131

1956 (May) Oxford series II, black with red inchanges deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westlourne Grove.
W.11 Bayswater 4274.

1953 model Morris Oxford, very good condition throughout: £449.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1955 Morris Oxford, black with red interior, very nice car, heater, Ace Rimbellishers; £550.—

1953 Oxford series I, one owner, exc dition; £455.—E. L. Mendel, Finchley Rd., N.W.3. Speedwell 9891.

1956 (April) Morris Oxford saloon, grey, one 6595.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. 1955 Morris Oxford saloon, loose covers, one owner.

—Austin House, Highfield, Golders Green,
London, N.W.11. Speedwell 0011.

1956 Morris Oxford saloon, 7.000 miles, in sucel-lent condition; £650.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1954 Morris Oxford series II saloon, radio,
-Palmers, S. Russell Garden Mews, Kensington, W.14.
Park 9704.

1949 Morris Oxford de luxe saloon, heater, unworn Dunlops, taxed, cles tion: £345; exchanges, terms.—Bray Motors, West End Lane, N.W.6. Hampstead 6490. maroon.

1955 model Morris Oxford saloon, colour grey, red interior, one owner, low mileage, taxed; £575,—Coles Garages, Ltd., 42, Worple Rd., 8, W.19. Wimbledon 0195, and 36-98, Ewell By-Pass, Ewell 2395.

MORRIS OXFORD

MORRIS OXFORD
gns.—Morris Oxford 1956 saloon, Clarendon grey,
marcon leather, heater, screenwashers, seat
one owner, excellent condition, written guarterms, exchanges.—Rowland Smith, belowgns.—Morris Oxford 1954 saloon, black, red
leather, heater, one owner, excellent condition,
guarantee; terms, exchanges.—Rowland Smith.

below:—
245 ms.—Morris Oxford 1949 saloon, black, fawn leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Merris Oxford Cars Wanted
NEW Morris Oxford Traveller required, green preferred.—Greenways, 81, Alresford Rd., Winchester.
[W4087]

ROWLAND SMITH'S, the Oxford buyers: highest each prices.—Hampstead High St., N.W.3. Ram. [W4018/R

ALMOST new Oxford required immediately.— Morley, 76, Cambridge Road, Kingston. Kingston [W3016/R

MORRIS ISIS

1957 latest model Morris Isia Traveller's car, grey, red, nominal mileage, excellent condition; £845,—23, Bruton Place, Berkeley Sq., W.1. Tel. Mayfair 0661.

DERRY'S OF BOWES ROAD offer:--

1956 Morris Isis, green, heater, taxed; £565.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes, Rd., N.11. Enterprise 4404.

1957 Morris Isis, duo blue, grey, 10.000 miles; CIRCUS GARAGE (BRIGHTON), Ltd., 80, Preston Rd., Brighton, Tel. 27045 and 29545.

PPP.—Travellers, choice of 4 Isis estates, one 14,000 miles.—Pedigree Estate Cars, 340 Euston Rd., N.W.1. Euston 7889.

1957 (August) Isis de luxe, grey, automatie gear B.M.C. warranty.—Jarvis de Sons, Liberty 8221/Wim-bledon 2526. (C2086

1956 Morris Isis de luxe saloon, one owner, heater, black with red interior, this ear is in exceptional condition; £695.—Windovers, Ltd., The Hyde. Hendon. Colindale 4031.

1957 Morris Isis, latest model, 2 shades of green, 5,500 miles only, as new: £895.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Citota

1956 Isis de luxe saloon, H.M.V. radio, heater, new engine just fitted under guarantee, immaculate: 6635.—Rawlings Tudor Garage, Ltd., 925-931, Fulham Rd., S.W.6. Renown 2261.

Merris Misselianeous Cars Wanted
ROWLAND SMITHS, the Morris buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
(W4018/R

MORRIS genuine spares and Service In the West End. S. MORRIS AND COMPANY. Cleveland Garage. Cleveland St. Tel. Mus. 1932.

BARKER'S MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17.

R HARDY & SON, 55. Marylebone High St., W.I.
Experienced for nearly a century, complete over-hauls and coachwork our speciality: exchange engine units, spares and accessories.—Hunter 0942. [0365/R

1956 Nash Rambier 6-seater saloon, seats fold radio, heater, air-conditioning, taxed, as new throughout, often 7-King's Motors, 1, High St., Hounslow 2532 & 259.

951-2 Oldsmobile automatic, radio, heater, immediate, radio, heater, radio, heate

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/ 5903. 345, High Rd., Wembley. For full list see under American cars. [C4015]

LEX—sole distributors in the U.K., require good used post-war Oldsmobiles.
LEX GARAGES, Ltd., 2, Lexington St., Piccadilly Crous, W.1. Gerrard 6600. [0971/R]

Oldsmobile Sparce and Service

R EPAIRS and service by sole U.E. distributors.—Lex
at 46/50, Gloucester Ave., Regents Park, London,
N.W.L. Primrose 0161. [9827/R

OPEL PEKORD Olympia, 1955 (reg. 1956), low mileage, roomy saloon, 1.488cc, extras, superb order, most attractive appearance written guarantee; 4850; world famous for economy/performancel; inspect any time by appointment—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Fri. 2647.

Mews, N.W.5. Prices: 1957), steering column change, K. APITAN 1950 (reg. 1957), steering column change, d.-d.-scater (two bench seats), one owner, attractive body, excellent condition, heater, extract 2535 written guarantee; world famous for economy, performance!; inspect any time by appointment—Tarrant & Frazer, 10, Winchester Mews, N.W.S. Pri. 2647. [7762]

Opel Sparce and Service

ANCASHIRE, Cheahire and North Wales distributors A for service and spares.

A PREEMAN, Ltd., Orosvenor Garage.

Burnage
Lane, Manchester, 19, Rus. 2874-5. [0513/R PRIDE & CLARKE, Opel stockists; quotations; c.o.d.—Stockwell Rd., S.W.S. Brixton 6251.

OFFICIAL Opel Spares and Service Agents, B. Concessions, Ltd., 46/50, Gloucester Ave., don, N.W.1 Primrose 0161.

PACKARD

1940 Packard limousine, 7-seater; £295.

1939 Packard 8 saloon; 4225.

1939 Packard 6; £195.

JOE THOMPSON (MOTORS), Ltd., 91-96, Fulham R4., South Kensington, S.W.S. Kensington 4858-9. HARRY DAVIES CAR SALES, Ltd., offer:—

1949 Fackard 4-door, black saloon, rhd. fitted with every conceivable extra, in supere condition, £595; terms, exchanges.—Eigar 2707. 128-133, Manor Park Rd., Harlesden, N.W.10.

JOE THOMPSON (MOTORS). Ltd. Packard prepairs specialists.—91-95. Fulham Rd., 8. W. Kensing'on 48-58.

LEONARD WILLIAMS & Co., Ltd., for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Saling 3400.

PANHARD

DYNA aerodynamic, 6 seats, flat floor saloon, 1939 model, overdrive, air cooled, f.w.d., heater, etc. about 47 mps, 65 mpl, hantastic road-holding, 20th pp. 1930 pp. 1930 pp. 1930 pp. 1930 pp. 1930 pp. 1930 2775.—Tarrant & Fraser, 10, Winchester Mews, N.W.3 Pri. 2647.

PEUGEOT

1951 Green Peugeot 203, right-hand drive; Tel. Oxford 75677, week-ends or ever

LOCKART'S the Peugeot distributors, offer a diversity of the Peugeot distributors, offer a diverse of new 403 saloons, station wagons and new 7/8-center family saloon: terms, estchanges.—12 Chiltern R4. Dunstable. Tel. 14.

£435 —Feuseot 203 1983-5, overdrive, sun salson, and attractive, 25mpe, superb performance, excellent tyres, beater, spots, many extras; choice 2; many others; A.A. or R.A.C. exams, welcomed; exchanges, h.p.—Benmotors, L. Clarendon Rd. W.II. Park 5086-7 (50 yds. Holland Park Tube). (C1017

PLYMOUTH

1955 Plymouth, right-hand drive, automatic transmission, radio and heater.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.S. Hampstead 6676/7779. [C4016

PONTIAC

1949 Pontiac convertible, power hood, radbe, beater, excellent condition; £465.

SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016 SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/ 3905. 345, High Rd., Wembley.—For full list see under American Cars. [O4015]

1954 (Dec.) 6-cyl. Pontiac saloon, cream, blue, right-hand drive, radio, heater, director's car; £775.—F. C. Purzer, Ltd., 43, Old Kent Rd. S.E.1. Bermondsey 3134.

Pontiae Spares and Service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, man 7753-5-4).
Sole distributors Oreat Britain for Pontiac care 768 10617/8

AFN. Led., offer:-1956 1600 standard coupe, blue, red leather, 18,000 miles; £1,550.
1956 1600 standard coupe, graphite grey, beige upholstery; £1,475.
1955 1500 super coupe, recellulosed battleship grey, red upholstery, 19,000 miles; £1,378.
1955 1500 standard coupe, red, black upholstery; ALL these cars are guaranteed.

AFN. Ltd., Forsche concessionaires for U.K., Falcon Works, 400, London Rd., Isleworth, Middx. Hounslew 0011.

1957 model Porsche 1600, one owner, low mileage, immaculate; £1,595.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Eimbridge 2254. [C406]

J. H. BARTLETT.—Porsche 1958 super coupe. £975; repairs and service.—27, Pemb W.11. Bayawater 0523.

1953 series Porache 1300 saloon, i.h.d., many undoubtedly the finest and least expensive ever offer £945.—H. W. Motors (George Abecassis), Walton-Thames 2404-5-6-7.

RACING CARS

1952 J.B.S. 500cc Norton double-camabaft motor, alim barrel, completely overhauled and unused since new, racing tyres, not used last five years, sensible offers please.—Wood, St. Albans 54474. [671]

COPER'S GARAGE (SURBITON), Ltd., 343, Evel Rd., Surbiton, Surrey, Tel. Elmberidge 3546, are sole concessionaires for the 1500 Formula II Cooper-cilimax and 500cc Formula III racing care and 1,100cc and 1,500cc Cooper-Climax aports cars.

TERRIFIC CARS, Ltd., Railton specialists, offer:-1939 16.9hp 6-cyl. Claremont drop head coupe black, fawn interior, excellent throughout.

28mpg: £195 for sale and wanted; spares and service available; club members welcomed—884. London available; club members welcomed—884. London Thornton Heath. Surrey. Tel. 3037 or Caterham (C4135)

CARS for sale and wanted, spares available, club members welcomed.—Syd. 4219.

1936 Straight Eight sun saloon, in excellent con-dition, spare engine, back axle, radiator etc., £95.—Liberty 2747.

1939 Railton Fairmile drop head coupe, in excel-lent condition throughout; £285.—Huxford & Son. Ltd., West St., Porchester, Hants. Cosham 76770.

RENAULT

A UTOSALES offer:-

1957 Dauphine saloon. finished red, 11,000 miles: 1956 Dauphine, beige; choice of 3 from £665.

1956 750 saloon fitted automatic clutch, finished 1955 750 saloon, small mileage, blue; £475.

1954 Renault Pregate, blue; £595.

1954 Renault 750, grey: £435.

AUTOSALES (LONDON), Ltd., Belsize Rd., N.W.6. Tel Maida Vale 5555 2155

. DAVY, Ltd., Renault agents.

1958 (April) Renault Dauphine, Feriec, 3,000 miles, one owner, as new; £745, 180–194. Kensington High St., W.S., Wes., 7181, 215, Brompton Rd., S.W.S., Knl., 4215, [C1069]

HARRY DAVIES CAR SALES, Ltd., offer:-

1952 Renault Fregate, same design as current and biue: bergan 636 overdrive, body in 2-tone beige 1955 Renault 750, grey with red interior, immaculate condition; £425; terms, exchanges.—Elgar 2707 128-132, Manor Park Rd., Harlesden, W.J.O.

RICHARDS & CARR, Ltd., are always best value.

Dauphine, Ferlec clutch, other extras, red. 1958 6.600 miles, as new, guaranteed; £725. October: Dauphine, red, latest heater and wheels, 8.000 miles, looks less, guaranteed;

1957 Dauphine. French blue. 10,000 miles, one owner, superbly kept guaranteed; 2665, 1957 Dauphine, red, Rudd convenient of the convenient

1956 Dauphine, beige, one owner, extras, 15,000 miles, unquestionable bargain, guaranteed;

1954 750 de luxe, two owners, grey, exceptionally 1955 Fregate, one owner, 22,000 miles, black, virtually unmarked; £585.—35, Kinnerton St., & W.I. Belgravia 3711.

1956 Dauphine automatic, superb; £665.—Below

1956 (June) 750 saloon, aliding roof, radio, etc., excellent; £485.—Robbins, East Putney Tel., (C3010

1955 Renault Pregate, outstanding condition; SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.5. Hampstead 8676,7779. [C4016

CHARLES POLLETT, Ltd., officially appointed Lon-

Charles review of the control of the SHOWROOMS: 18, Berkeley St., London, W.1. May-

Service: Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010] WELIAM'S Renault sales and service, Surbiton Hill Rd. Surbiton. Surrey. Elmbridge 1573.

DAUPHINE 1957 saleon, Ferice clutch red. taxed year. 7.000 miles. £750. many extras, taxed: £550.

750 saleon, de luxe, 1956, blue, taxed: £500; choice of colours.

£685 —1957 (April) Dauphine, sun-roof, sky biue, unmarked, one owner.—Johnson & Brown. 268-270, High St., Bromley. Ravensbourne 8841. (C2075

WALTER SCOTT, Ltd.—1955 750, blue, 19,000 miles, one owner, £445.—39, College Cres., N.W.3 (Swiss Cottage Tube). Pri. 4466.

FREGATE 1954, black, many extras, radio, maintained regardless of cost, bills available: £595.—
Wilde, 24, Tudor St., E.C.4, Fie. 6944. [8724]

1956 Renault Dauphine saloon, one owner, 12,000 miles; another, 2-pedal control, 7,000 miles:

MICHAEL CHRISTIE MOTORS, Bicester Rd., Ayles-bury, Bucks. Tel. 4727. [C1054 1957 Renault Dauphine, one owner: £675.—Farnham. Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4.

RENAULT 750 (Aug.) 1955, 26,000, twin-carb. conversion, exceptionally clean; £475.—Hillier, Wookey. Wells, Somt. Tel. Wells 3331.

AZ MOTORS offer 1955 750 saloon, one owner.

—Paimerston Rd., N.W.6. Mai. 4723. [C1011

1956 (Aug.) Dauphine, green, one own rileage, immaculate, bargain; £555 thorne Motors, Ltd., 11, Fitzroy Sq., W.1.

1957 Renault Dauphine, 2-pedal control, 7,000 miles, radio, taxed, as new throughout, 5552/2859.

1957 (June) Dauphine, powder blue, 10,700 milea, and appearance; £830; h.p. possible.—Hillside 3476 or 54, Gt. Bushey, Totteridge, N.20.

1953 (July) Renault 750cc 4-door saloon, pale blue, Bray Motors, 180-184, West End Lane, N.W.6. Hamp-stead 6490.

750 sunroof 1956, one owner, low mileage, Ferlec clutch, superb order, written guarantee, A.A. inspection welcomei £495; inspect any time by appointment.—Tarrant & Frazer, 70, Chalk Farm Rd., N.W.1. G8733

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers, highest
cash prices—Hampstead High St., N.W.5 Ham
[W4018/R]

WELHAM'S RENAULT SALES, SERVICE, Hill Rd., Surbiton, Elmbridge 1873, b war Renaults. W4070/R

DAUPHINES, Fregates and 750s urgently wanted.— Richards & Carr. Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711.

A LPINE BUSHEY GARAGES, Ltd., 85-85, High Rd., Bushey Heath 3282.—Renault distributors will pur-chase all models. (W1119

NK 1951 Riley 1%-litre, green beige leather, heater, C.N.K. Motors. 353, Finchley Rd., N.W.3. Tel. Hamp-stead 5712.

BENTALLS, Ltd.

1955 Riley 1½-litre saloon, radio and heater, 19,000 ton 1001. £795.—Kingston-on-Thames, Kinga-[C1093]

J. JAMES (LONDON), Ltd.

COR new and second-hand Riley cars.

Pathfinder, grey, maroon upholstery, 28,000 RULEY CARS, 55 & 56, Pall Mall, S.W.I. Tra. CARS, 55 & Finchley Rd., N.W.II. Tel. Speed-grey.

JOEL ROSCOE, Ltd., offer:-

July Riley 24-litre RMS raloon, a most scratched, one owner from new Essained regardless of costs. Michelin X tyres, maintained regardless of cost, Michelin X tyres, maintained regardless of cost, Michelin X tyres, cost, Michelin X tyres, the well cared for, new hood and ores, 2425.—
High Rd., Byfleet, Surrey, Tel. 270/4193. [C513] TOM GARNER, Ltd., offer:-

1954-5 Riley 11/2-litre saloon, black, htr.; £775. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, [C2020]

H. BEART & Co. Ltd., offer:-

1955 Riley Pathfinder, woodland green, fitted 102, London Rd, and High St., Kingston-on-Thames, Kingston 3348.

MAYFAIR COUNTRY CARS offer:-

1955 lig-litre, low mileage, one owner, taxed 1954 lig-litre, H.M.V. radio; £750.

1953 11/2-litre, superb condition; £650.

MAYFAIR COUNTRY CARS, 47, Montrose Place, Hyde Park Corner, S.W.1. Belgravia 5854.

HENLYS offer with 4 months' guarantee.

1955 Riley Pathfinder saloon, one owner, green
1955 with green interior; £795.
HENLYS, Ltd., Parkway, Resents Park, N.W.1.
Helase ask for Mr. Gray, Guilliver 5721. [888]

TOWN BRIDGE GARAGE (TROWBRIDGE), offer;-1954 (September) Pathfinder maroon and red nominal mileage; £62.

Town BRIDGE GARAGE, Ltd., Trowbridge, Wilts. Tel. Trowbridge 5272-3.

CLARKE & SIMPSON, Ltd. (Riley sales and service).

1956 Pathfinder, black, red upholatery, immaculately kept, one owner car: £895, 1953 (March) 11-litre saloon, black, green leather, radio, heater, screen washers, one private owner: £625 SIMPSON, Ltd. 49, Sloane Sq., S.W.1. Tel. Sloane 9456

RILEY 1953 (June) 11/2-litre, black/red, heater, ex-cellent condition.—Tel. Pal. 0510.

GORDON & GLYNN, the Riley Centre, offer:

1953 14-litre saloon, heater, one owner, engine

1951 21/2-litre saloon; £465.

1947 1½-litre saloon; £345.
79. Cadogan Lane, Sloane St., S.W.1. Sloane 8326. PERFORMANCE CARS unique selection (125 (ars) see our full page next week. (C304)

1953 Riley 11/2-litre saloon, many extras, spotless condition; £625.—Waterloo 6162-3. [8866]

1947 Riley 2½-litre salson, black, recently over hauled, excellent condition; £325.—Box 6417

1950 Riley 2½-litre coupe, 4-seater, in first-Aylesbury 2264. BEARTS OF KINGSTON, Riley specialists Kingston 3548.

£140 —1937 Riley Kestrel 15/6.6-light, above aver-age condition.—Balegarth, London 16302

1949 Riley 1½-litre de luxe saloon, radio, heater, Guildford 4882 evenings. [8752

1951 Riley 2½-litre. 2-tone green, green leather, low mileage, one owner, immaculate; £485. [C4150]

1935 Riley Imp. in completely original condition Newbury 2000. Rewbury Motors, Ltd. Tel

1952 Riley 2½-litre saloon, finished black, amail mileage, very good condition; £525.—Maythorpe Motor Co. Syd. 6827.

£355 -1947 Riley 11/2-litre, black, brown leather, heater, tools; has been chauffeur driven, excellent condition, private, Tel. Ruislip 7649.

1954 (June) Riley 14-litre saloon, black-green, green leather, fitted heater, etc., one owner, specimen car; £715.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Higheliffe 2273-(22109) C2109

1949 (Oct.) Riley Itig-litre, black, reconding to engine, exceptionally neat and tidy and tidy to the conding the condinate the conding the condinate the conding the condinate the condinate the cond

1956 (March) Pathfinder, low mileage, radio, new tyres, most magnificent condition; £865.—
Elmbridge 2254. (C4081)

1952 RME series 215-litre Riley saloon, black/tan gear box, 15,000 miles, excellent conditioned engine and £545.—Tel. Crawley 25451.

111 1954 Riley Pathfinder, radio heater, taxed, beau-tifully maintained by enthusiastic owner; £625. —Bruce France, 20, Cromwell Mews, South Kensington, Flaxman 0515.

1954 Riley Pathfinder, green/green hide, and screen washers, very good mechan 6535 Central Newbury Motors, Ltd. Tel. No.

1948 Riley 11/2-litre 2-seat roadster, an attractive the country; £355.—Central Basingstoke Motors, Ltd., Brook St. Tel. Basingstoke 2468. R ILEY 2½-litre saicon, 1949, green/black, one owner, heater, immaculate car; £450, exchanges and H.P.—B. & H. Motors 1464-8, High Rd., Whetstone, N.20.

1955 -56 Riley Pathfinder, black/red leather, maintained by us; £795.—The Black Horse Garage, Richmond 6441.

1952 Riley 2½, green, red leather, heater, screen really beautiful car; £575.—Lee, 55, Tanhurst House, Roupell Park, Brixton Hill.

A LARGE 1955 Pathfinder, maroon, taxed year, heater, wing mirrors, window washers, etc., £670 o.n.o. (Private HP, can be arranged).—A. &axon, 48, Grafton Way, London, W.1. Tel. Euston 5535, [8229]

695 gns.—Riley October 1954 RME series 1½-littre sports saloon, blue, grey leather, heater, screen washers, good tyres, carefully used, written guarantee: terms, exchanges.—Rowland Smith, below, 395 gns.—Riley late 1949 1½-litre sports saloon, refley late 1949 1½-litre sports saloon, ten guarantee; terms, exchanges.—Rowland Smith, below, and sports saloon, carefully series of the series of t

below.

175 cns.—Riley late 1939 14-litre saloon, aliding head, leather, 4-speed synchromesh, very good condition; terms, exchanges.—Rowland Smith, below.

145 head, leather, 1937 14-litre Adelphi amon, sliding choice of 6 Rileys; terms, exchanges, list; peep leaf week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1955 Riley Pathfinder, radio, heater, Webasto sun condition throughout; E785.—Harry Martin, 23, Devon-shire Place Mews, London, W.1. Weibeck 3294, (C3092

1953 Riley 2½-litre saloon, registered Nov. 1952, black and beige with red interior; £585.—Wheelers (Newbury), Ltd., Newbury 1020.

1954 Riley Pathfinder, radio, beater, excellent SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016] guaranteed; £695.—Clayton's Cars (London, Ltd., 17, Bruton Place, London, W.1. Hyde 9184, [C1056]

#### WANTED-SPARES AND SERVICE USED CARS FOR SALE AND

RILEY

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements: new or low-mileage models in stock.—Write Cowentry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446/7]

TANKARD & MITH, Ltd.—1956 Riley Pathfinder, inhished grey, an exceptional car, one private owner size new; £895.—194-198, Kings Rd., Chelses, London, S.W.J. Tei. Flaxman 4801.

1954 RME 1½-litre, black/grey, maroon leather, lishers, washers, etc., excellent condition including tyres, £725; interested in part exchange New Credia—Nalson. Maiden Lane, Stamford.

1955 Pathinder saloon, immaculately finished in backet type front seaks, radio, heater and washers, low mileage and in most magnificent condition, open to any inspection or trial; 2775, indeer, from £695 and 8 Contemporary of the post-war fitteys 1½- and 2½-litre saloons; from £395.

from £395.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue of nearly 500 cars; terms, exchanges; [C1035]

1956 (Registered Nov. '55) Riley Pathfinder saloon ted heater, one very careful owner who has covered 22,000 miles, very good tyres and the whole executed condition; £835.—Ellis Garage, Owner, Owner, Careful Print, St. St.

2498 —Riley 2½ 1951-2, magnificent example, one leather, new tyres, host extras careful owner, pastel bronze/red fight; many others; A.A. or R.A.C. exams welcomed; exchauges, h.p.—Benmsotors, i. Clarendon Rd., W.11.
Park 5066-7 (50 yds. Holland Park Tube). [C1017

#### Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4013/R

A LMOST new Riley required immediately.— Morley, 76, Cambridge Road, Kingston, Kingsto

NEARLY new or small-mileage Riley wanted.— Green & Zonis, Ltd., 246-252, Deansgate, Man-chester, 3. Tel. Deansgate 3325-6.

URGENTLY required, 1946-55 Riley 14-litre sai —Gibsons Sports Cars (Christchurch), Ltd., I hurst Rd. Christchurch, Hants. Tel. Highcliffe

R LEY One-point-Five saloon required, new; chester. Greenways, 81, Alresford Rd.,

Thester.

Excellent cash price offered for good Riley 1½-litre.—H. F. Edwards, 154.

Great Titchheld St., London, W.1. Langham 002, [W2003

Ritey Spares and Service

A RCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169. Fulham Rd., S.W.3. Kensington 7501 and 7521.

ASK Coventry Motor Mart, Ltd. and be sure you get genuine Riley spares or specialist repairs.—
Write Whitley Depot, London Rd., or Tel. Coventry
[0443]

J. JAMES (LONDON), Ltd., carry the largest stock of J. Riley spares in this country; special equipment for mechanical and coach repairs.—522, Finchley Rd., Golders Green, N.W.11 Speedwell 6762. [0092/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhead by specialists.—Moss a Agencies, Ltd., fligh St., Leamington Spa Tel. 67, [0983/R]

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B JACK BARCLAY, Lid.

EXCLUSIVELY for Rolls-Royce and Bentley

ARGEST official retailers in the world; please write for stock list. JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444, (Open until 7 p.m.)

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ROLLS-ROYCE P.111 Park Ward Razor-edge Salom with division, black, brown leather throughout, one owner and maintened by same distribution ince new, 1550-23, Bruton Piace, Berkeley Square, W.1. Mayfast 0521/2.

MANN EGERTON.

1955 Rolls-Royce 7-passenger Limousine by H. J. Mulliner; Automatic gear box, black, beige hide upholstery, immaculate condition; £4.950,—18 Berkeley Street, W.1 Hyde Park 2075.

PB. Ltd., offer:-

1952 salvon. by Park Ward, black with beige leather, big bore engine, reasonable mileage, in almost new condition; £2,650. new condition; £2,650. to with Personne & Webb ranor-edged sports of the condition; £2,650 division, dark marcon, beige leather, extremely attractive car in excellent condition; £1,050 division, dark marcon, beige dittion; £1,050 division; dark marcon; dar

dition: £1.050.
25/30 4-door convertible. by Thrupp & 25/30 Maberly, in very nice condition throughout:

PADDON BROS., Ltd., 60, Cheval Place. South Kensington, S.W.7. Ken. 9477.

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1956 Silver Cloud saloon, black with red hide, Webasto roof, 18,800 miles, one owner;

64,250.

1954 Mulliner, with electric division and automatic sears, black with tan hide, one owner, 12,600 niles; 64,950.

Silver Wraith touring limousine by Hooper, 12,600 black with black hide and Bedford cloth, 65,755 miles; £1,850.

OFFICIALLY appointed retailers, 17, Berkeley St., W.I. Tel. Maytair 3000.

(C435)

A UTOSALES offer:-

17000 miles only, Rolls-Royce Silver Wraith maculate condition, registration RH1.

AUTOSALES (LONDON), Ltd., Belsize Rd., N.W.6. (CIISI

JACK SMITH offers:-

1947 Bolls-Royce James Young owner driver sports alsoon, black, beize hide, fullflow engine just fitted, whole car in outstanding condition; £1,495—25. Bruton Place. Berkeley Square, W.1. Mayfair 0661. [C4002]

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1939 series DL Phase III sedanca de ville by Windower, exceptional order; £695.
20/25 foursome drop head coupe by Gurney Nutting, an exceptionally pretty car in mint CROWN GARAGES, Albany St., N.W.1. Euston 1032.

SANDERSON & HOLMES, Ltd.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

L ONDON Rd., Derby; also Bentley House, London Rd., Leicester, Tels. Derby 47471; Leicester 59685.

MASCOT MOTORS, Ltd., offer:-

1940 Wraith Cockshoot o/d razor edge sports sin., 1935 20/25hp Gurney Nutting drop head coupe, black with beige leather, immaculate. 237. Kensal Rd., W.10. Ladbroke 1251-2. (C5007

RUSSELL MOTORS offer Rolls-Royce:

1937 25/30 Thrupp semi razor-edge saloon, really wonderful condition.

R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060

TACK BOND (VINTAGE AUTOS) offer:-

PHANTOM II 5-seater roadster, overhauled, recellu-losed and retrimmed, fantastic looking car, contin-ent continued fantastic looking car, contin-polls 1929 20 saloop; £145.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baya-water 5929 anti 8330.

TAMES TAYLOR AUTOMOBILES offer:-

OLLS-ROYCE Wraith owner-driver 4-door saloon by Park Ward, in black/fawn hide inlew with picnic tables, registered April, 1946; remileage 55,000, radio and heater, taxed year; beautiful, could easily be mistaken for a new £1,195.—Findon Rd., Worthing, Sussex. Findon 5

COOMBS & SONS (GUILDFORD), Ltd., offer:

COOMBS & SONS (GUILLDFURD), LOG, MARI
ROLLS-ROYCE Sliver Wraith, semi-razor-edged
saloon by Park Ward, finished in black with green
hide upholstery, fitted with electric division, rear compartment heater, etc., this car had one owner from
1939 until 1958 and the total mileage is reputed to be
5,000 only, the mechanical conditions
to the proper of the property of the property

1935 Rolls-Royce 20/25, Gurney Nutting Sedanca,
JACQUIER, Ltd., 229, Ham nersmith Rd., London,
W.6. Tel Riverside 6677-8.

A&S Ltd.—Selection of seven passenger 30hp
Rolls-Royce cars. See under Limousines
ALPE & SAUNDERS Ltd. (Limousines Purchased)
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CHABLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers offer—

1958 Rolls-Royce Silver Cloud, power assisted has covered 590 miles only, delivered but never used by deceased owner; offered at £500 under list price.

1955 (Royce, Royce, Silver Cloud automatic scheme, blue paint, giver interior, an exceptional carsuppower of the company of the control of the company of the

SERVICE: W Works and Stores, Barnsdale Yard, off ve., W.9. Cunningham 5936. [C2010

25-30hp 1937 (Aug.) Hooper saloon; &495.— Way, N.W.2. Gladstone 2226. ROLLS-ROYCE Silver Ghost 1921, mint condition, chassis only, in good mechanical order; what offers?

-Guildford 4882 evenings. [8733]

HEARSES.—We are building deck and bearers on the 30hp chassis, brochures available, inspection A LPE & SAUNDERS (COACHBUILDERS). Ltd. A Station Approach, Kew Gardens, Richmond 1161. ROLLS-ROYCE

1956 Rolls-Royce Silver Cloud saloon, radio and heater, one owner, hominal mileage, absolutely immaculate.
COUNTY CARS Ltd., 3, Oldham Rd., New Cross,
Manchester, 4, Central 9257.

CASS'S MOTOR MART have it stock several speci-men pre-war Rolls-Royce saloons and limourines with histories.—5, Warren St., W.1. Eus. 4110. [C1040

1956 Silver Cloud, 14,000 miles, immaculate dition; history available; £4,250.—S. Marcus, Ltd., 33, Sloane St., S.W.1 Tel. Belg

1938 Rolls-Royce Replica 20hp lime green d.b. available.—P. Champeney, Sandford, nr. Bristol. Tel. Banwell 167.

DWARDS & Co. (COACHBUILDERS), Ltd., Bourne-mouth (Tel. 1272-5), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock.

CASS'S MOTOR MART.—1936 20/25 Rolls-Royce Hooper limousine, black, genuine 66,000 miles, one private owner, history.—5, Warren St., W.1. Euston 4110, 5525. (C1040/1

1937 Rolls Phantom III. fitted see Windover body, absolutely imm heater, realistic price: £350.—154 Lancing ton. Tel. 22453.

1957 (May) Rolls-Royce Silver Cloud, sable cellulate condition, 11,000 miles only.—Rippon Bros. Ltd., Huddersfield, Bradford, Leeds and Sheffield. [C3100]

1935 20/25, exceedingly smart Park Ward if throughout, spotless; £495.—Claude Burgoyne & St. Peter's Rd., Hammersmith. Riverside 7644.

1933 Rolls-Royce saloon, black and blue with charged the condition throughout, faxed; 2855.—Automo, Ltd., 229. West End Lane, Hampstead, N.W.6. Hampstead 3430. IC1156

26000 miles only, Phantom III Hooper limousine, occasionals, icaliar throughout, exceptional conditions black; 2750.—Jack Alpe, 50, Marylebone High St. W.L. Wilbock 1124.

A NYTHING from an indifferent 20 to a really out istanding 20,25 sports saloon; 675-6500; an excel-lent range of reasonably priced sparse always available J. B. M. Adams, Great Gldding, Huntingdon. Tel Winwick 210.

SOUTHERN MOTOR COMPANY apecialise in sale, repair and maintenance of Rolls-Royse owner-driver care, particularly replicas ith modern coach-work, and usually have a few Replica models available. —Lowfield Heath, Nr. Crawley 437. (0334

1956 Rolls-Royes Silver Cloud saloon, one owner colour, guaranteed.—For full details please write or phone Mr. Moules, Wessex Motors, New St., Salisbury, Tel. 3275.

1934 Rolls-Royce 20/25 Park Ward sports saloon most attractive car, fitted H.M.V. radio, heater, dischedis, etc.; reasonable offer acceptable,—Details Box 6424.

1935 Relis-Royce 20/25 with 4-door saloon and boot; £450.—For full details pleass write or plar. Moules, Wessex Motors, New St., Sallsbury, 5275.

1935 Rolls-Royce limousine, Thrupp & Maberly, such back body, wide face forward occusionals, siliding division, very nice condition throughout, part exchange accept, H.P. arranged; £295.—Lar. 625 or Buc. 3546.

1936 (August) 25/30 Rolls-Royce 4-door owner-has been in one ownership since new and has covered only 25,000 miles, its condition is consistent with this mileage, full history known.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., 8, W.1. Tel. Sioane 0356.

1953 Silver Wraith Rolls-Royce special be deduced by Holls-Royce distribution owner, maintained by Holls-Royce distribution since new, 35,000 miles, in immaculate condition most elegant car; representing real value for main £2,850.

£2,850. AYLOR & CRAWLEY, 42s, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1937 actual Show model Rolls-Royce 25/30 Wm. Arnold Sportsmans saloon, this car is in uncertainty of the control of the contro

L IMOUSINES.—See our selection of 25/50hp and Phantom III models under Limousines.

JACK ALPE, So, Marylebone Righ St., W.1 (near Baker St. Station). Welbeck 1124.

Rolls 20, 2- or 4-seater, any condition, anywhere.—
[TS077] CASS'S MOTOR MART require good Rolls-Reyce.-5. Warren St., W.1. Eus. 4110/3525. WANTED, Rolls-Royce 1934/5 20/25 sports saloes, similar, condition immeterial.—Box 6818 (890)

A LPE & SAUNDERS, Ltd., require Rolls-Royce Limousines. Good prices for cars in above average

A&S Ltd., Providence Court, North Audley Street

MASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—257, Kensal Rd., London, W.10. Ladbroke 1231-2.

ROLLS-ROYCE wanted by enthusiast, pre-1937.—
vintage acceptable.—154 Lancing Rd., Orpington.
(W1163

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—55, High Rd., Byfleet, Surrey, Byfleet 5101.

XXX Excellent cash price offered for good Rolls-Royce.—H. F. Edwards. 154, Great Titchfield St., London, W.1. Langham 0012. [W2003 GEORGE NEWMAN & Co., purchase for cash post-war Rolls-Royce cars.—369 Euston Rd., London N.W.1, Euston 4466 (12 lines). [W3023

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.5 Ham. [W4013/R

Rolls-Royce Spares and Service JACK BARCLAY (SERVICE), Ltd. See page 85. |S1082/R CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS.—18. Berkeley St., W.I. Mayfair 6266. SPARE parts.

SERVICE.—Barnsdale Yard, off Eigin Ave., W.9. Tel. Cunningham 5936-7-8.

Tel. Cunningnam 5950-7-9.

ALL spares, new and second-hand for all pre-war Rolls-Royce cars; all repairs and service.—Compton, 69. Westow St., Crystal Palace, S.E.19. Liv. [0065] R.

ROVER 10, 12, 14, 16, 20

CAT MOTORS offer: 1946 Rover 14 sakoon in specimen condition, 37,000 miles, outstanding example; 279gns.—56, Warren St., Euston 1926, evenings Primrose 5252.

1947 Rover 12, green; £385.—Gordon Lovett, Ltd., C3148

1946 (November) Rover 12 sports saloon, 2 owners, excellent condition; £335.—Robbins, East (C3010

1947 Rover 16 saloon, black; £325.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. (C1080

1947 Rover 14 saloon, black with beige interior, a very nice car; £395,—Windovers, £td.,
The Hyde, Hendon. Colindale 4031. [C4118]

1947 Rover 12 sports saloom, in black with brown excellent mechanically with an unusually quiet engine; 2565—Cowley & Wilson, Ltd., Bletchley, Bucks. Bletchley 2321.

1938 Rover 16 saloon, bodily clean and smart, pletely renewed, brakes relined and overhauled, considerable other repairs this year.—Offers to Swiss Coccurage 5509 evenings or Saturday.

£225 | II — Rover 12 de luxe saloon 1959, rare and features to 1947 series 4-door bodywork with sunshine roof, excellent coachwork and tyres, the whole car in thoroughly sound mechanical order, guaranteed for 5 months in writing.

HILLWOOD MOTORS, 559/571, Watford Way, Mill Hill, N.W.7. Tel. Mill Hill 4232; showrooms open till 8 p.m.

PHILIP RICKARDS, Ltd, offer:

1954 Rover 60 saloon, dove grey, 15,000 miles, on owner; part exchanges, deferred terms, 4 Brick St., Park Lane, London, W.1., Grosvenor 4772.75

GUY SALMON AUTOMOBILES, offer:-

1958 Rover 60 saloon, parchment/red hide, 2,000 miles only, originally supplied by us; £1,245.

—Portsmouth Rd., Thames Ditton. Emberbrook 5551[C400]

1954 Rover 60 saloon, radio, nice order, 5 months' C&W MOTORS, Ltd., Queens Head Garage, East End Rd., Pinchley, N.3. Tel. Pinchley 626-7-8, [6340]

1956 Rover 60 saloon, one owner, grey with red interior: £1.035.

PASS & JOYCE, 184. Great Portland St., W.I. (C3039

HATTON, Birmingham — Exceptional 1954 60. magni-special features including latest chromium body trim strips, etc., any car taken in part exchange, immediate delivery, cash or hire purchase anywhere in England, Scotland or Wales; for full details of this and other very good used Rovers please tel. Midland 2437.— Hatton Motors, Ltd., Rover Dealers, 71, Broad St., Birmingham.

BRUTONS want low-mileage Rover 60,-34, Becken-ham Rd., Beckenham 9201.

XXX Excellent cash price offered for good Rover 80.-H. P. Edwards, 28-34, Upper High 8t., Epsom, Surrey, Epsom S611. [W2001]

A LMOST new Rover required immediately,— Moriey, 76, Cambridge Road, Kingston, Kingston, WS016/R

ROVER 75

WARWICK WRIGHT, Ltd., offer:-

1957 Rover 75 saloon, 2-tone grey, grey uphot-stery radio and heater, 5,000 miles; £1,295 WARWICK WRIGHT, Ltd. Lord's Court, \$1, 305 Wood Rd., London, N.W.8 Junningham (Court of the Court of the Cour

1950 Rover P4 saloon, green; £475.

MONTROE MOTORS (N. H. Boswell), 91-95, Eppins M Nes R4. Euckburst Hill, Essex. Buckhurst 1171-2 (C508

MAC MOTORS (SURBITON) offer:-

1953 Rover 75 saloon, black, red leather superb condition; £685.—Elmi

1952 Rover 75, radio and heater; £625.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/5666. (Close

HENLYS offer with 4 months' guarantee:-

1957 Rover 75 saloon, one owner, Ivory with red HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards. Finchley 0081/9782.

081/9762. [8891]
1958 Rover 75 saloon, radio and heater, nominal milesse, exactly as new.
COUNTY CARS, Ltd. 5, Oldham Rd., New Crose, County Carlot, Ltd. 5, Oldham Rd., New Crose, Rover 75 saloon, black with red interior, radio and heater, superb car; £745.
GARACE SERVICE Co. Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 6411. [N2019]

1948 first registered 1949 Rover 75 F3 saloon (heater, tax) black/grey leather, radio, heater, tax; year, moderate mileage, in nice condition throughout LTWOOD GARAGE, Altwood Rd., Maldenhead. Tel. Littlewick Green 70; evenings and week-ende. ttlewick Green 3076.

1953 Rover 75 saloon, blue with grey leather, and wing mirrors, extremely well kept car that looks as good as new, two owners; £715.—Jennings, Richmond 3568.

1949 (Jan.) Rover 75 saloon, in grey with grey leather, radio, heater, factory engine fitted 14,000 miles ago, specimen car; £365.—Gibsons Sports Cars. Lyndhurst Rd., Christchurch, Hants. Tel. High-cliffe 2275.

265 gns.—Rover 75 1949 P3 de luxe saloon, black, slid-terms, exchanges, list; open 9-7 week-days and Satur-days.—Rowland Smith, Rampstead (Hampstead Tube) Hampstead 6941.

Rover 75 Wanted

BRUTONS want low-mileage Rover 75.—34, Becken-ham Rd., Beckenham 9201. [W1104a

ROVER 75 required privately for cash.—Box P.66633, Samson Clarks, 57/61, Mortimer St., London, W.1. BAKERS OF READING, Rover distributors, require good second-hand Rover 75s.—Tel. Reading 3976. (0155/R

XXX Excellent cash price offered for good Rover 75.—H. P. Edwards, 154, Great Titchfield St., London, W.1, Langham 0012, [W2003

A LMOST new Rover required immediately.— Morley 76. Cambridge Road, Kingston, Kingston [W5016/R

ROVER 90

RUSSELL MOTORS offer:-

1956 Rover 90, one owner, small mileage, radio, heater, supplied and serviced by us.
R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9298.

H. BEART & Co., Lid., offer:-

1955 Rover 90, black, fitted radio, beautifully maintained by one careful owner; £995,-102. London Rd. and High St., Kingston-on-Thames, Kingston 5548.

GREENHILL MOTOR CO, offer:-

1956 Rover 90 saloon in black, overdrive, 16,000 miles, immaculate, one owner; £1,150.—
Marsh Rd., Pinner, Middx. Pinner 9888. (C2125

DHILIP RICKARDS, Ltd., offer:-

1956 (April) Rover 90 saloon, overdrive, sage green, 27,000 miles, perfect condition; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Growtenor 4772-3. [C305]

WARWICK WRIGHT, Ltd., offer:-

Warwick Solver 90 saloon, cream, blue upholstery, 1956 Rover 90 saloon, cream, blue upholstery, radio and heater, 24,000 miles; £1.095.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050, [C4045]

MPERIAL MOTOR MART offer:-

1956 Rover 90. black/brown, fitted radio, ever-fastdious owner, low mileage; £1,25.

IMPERIAL MOTOR MART, Jaguar Distributors for I Gloucestershire, Royal Crescens, Cheltenham, Tel. 2065.6.

1954 Rover 90, black, radio, one owner; £875.— Odeon Motors, Ltd., Bar. 1144. [C3028

HENLYS offer with 4 months' guarantee.

1956 Rover 90 saloon, overdrive, one owner, green terms with green interior; £1.165.
HENLYS, Ltd., Parkway, Regents Park, N.W.1.
Please ask for Mr. Gray, Guillver 5721. [880

WEYBRIDGE AUTOMOBILES offer:-

1956 model (October '55), Rover 90 saloon, black with red interior, one owner, 15,000 zziles only; £1,095.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens
Rd., Weybridge, Surrey. Weybridge 2235. extn.
[C4094]

KDM & CHERRINGTON, Ltd., offer:-

KDM & Chertains 200, one owner, radio; £795.

1954 Rover 90, black, red, one owner, radio; £795.

1954 Rover 90, black, red, one owner, radio; £795.

(C2054

NORMAN ROUNDHILL (ASHTEAD) offers;-

1956 Rover 90, radio, 16,000 miles, one owner, as new; £1,095.—Tel. Ashtead, Surrey, 34.

1956 model Rover 90, radio, heater, one owner, 1957 gover 90, 2-tone grey, extras, superb condition; £1,295.—Robbins, East Putney, Tel. 7881.

\$7.50 | 11-1954 Rover 90 de luxe saloon, one owner, spotiess black cellulose, 28,000 miles.

LAMBS OF WOOD GREEN (Established 1897); 100 cars; 3 months' written guarantee; exchanges; htre purchase, 421-425, High Rd., Finchley. Finchley 6222.

1956 Rover 90, overdrive, duo grey: £1,100.—

1955 Rover 90, radio, heater, immaculate car:
Ewell, Surrey, Ewell 2382.

1955 Rover 90, black/tan upholstery, 31,000 miles only, excellent condition throughout; 950gns.

—Tel. Crawley 25451

1955 (June) Rover 90. grey/red, one owner, im-maculate: £975.—Dobeons. Ltd., Rover agents, Staines 801.

1955 Rover 90, grey with red upholstery, 26,000 miles, taxed for year, price £895.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1954 Rover 90 saloon, green/green, in almost Tel. Oxshott 41.

1954 Rover 90, excellent condition, grey, red leather; £700.—Park House Car & Sales Co., 289, London Rd., Romford, Essex. Romford 5542. (23116

1955 Rover 90 saloon in black with red least one owner, fitted heater, low mileage an immaculate; £965.—Ellis Garage Oswestry. Tel 37 (866

1956 Rover 90 saloon, heater, 17,000 miles only; £1,135.—British and Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588.

1954 Rover 90, green with matching leather up-holstery, fitted radio and heater, this car has recently undergone A.A. Inspection, specimen con-WEST STREET MOTORS (LONDON), Ltd., 66, London) don Rd., Tooting Junction, S.W.17. Mitcham (C4097)

£775 —March 1954, black, red leather, 33,500 miles, one owner, every possible extra, maintained regardless of expense, absolutely unmarked.—Whaley, 66, Sackville Rd., Bekhill on Sea. Tel. 181. [8795]

A Z MOTORS offer tremendous bargains: 1955 90, 23,000 miles only: £895! 1954, 24,000 miles only, £795! both unblemished one-owner cars.—Palmer-ston Rd., N.W.6. Mal, 4723.

1956 (September) Rover 90, grey, overdrive, underseal, bucket seats with covers, excellent condition, one owner, 12,000 miles; 21,165.—Chiddingtold (Surrey) 21,

ROVER 90 saloon, 1957 model, Ivory with red uphol-stery, fitted overdrive, radio and heater, an im-maculate car; £1,275.—Newbury Motors, Ltd., Manor Lane, Halesowen. Tel. 1641.

1956 Rover 90 saloons, dove grey and French grey, moderate mileage; price from £1,025.—H. Leverton & Co., Ltd., Broad St., Spaiding, Lines. Tel. Spaiding 3221.

Tel. Spalding 5221.

1957 model Rover 90 saloon, first registered from acutate condition; £1,250.—Barnard & Sons, £4d. Stownarket 621.

1956 15,000 miles ener with green upholstery, throughout; £1,095.—Gavin Fairtax, £4d., Vitable Water. Tel. Wentworth 5154.

water. tel. wentworth 5154. [C2009]

HATTON, Birmingham.—90 (March) 1955, black, red leather, H.M.V. radio, latest 1958 type chromium body trim strips, etc., magnificent condition throughout, any car taken in part exchange, immediate delivery, cash or hire purchase anywhere in England, Scotland or Wales; for full particulars of this and other very good used Rovers please tel. Midland 2457.—Hatton Motors, Ltd., Rover Dealers, 21, Broad St., Birmingham.

Rever 94 Wanted

BRUTONS want low-mileage Rover 90.—54, Becken-ham Rd., Beckenham 9301.

ROVER 90 saloon required, consider 1058.—Green-ways, 81, Alresford Rd., Winchester. [W4067

BAKERS OF READING, Roser distributors, require good second-hand Rover 90s.—Tel. Reading 397 (0157/

A LMOST new Rover required immediates Morley, 75, Cambridge Rd., Kingston. Kingston [W3016/R

ROVER 105

TACK SMITH offer:-

1957 Rover 1058, black/red, overdrive, 10.000
Bruton Place, Burkeley Square, W.1. Tel, Mayfair
10661

H. A. SAUNDERS, Ltd., offer:-

1957 Rover 105R saloon, black, tan upholstery H. A. SAUND SRS, Ltd., 856-842, High Rd., North Pinchley, N.12. Hillside 5272 (8 lines), [C4095]

H. BEART & Co., Ltd., offer:-

1957 105R de luxe saloon, black, red leather, radio, beater, one owner; £1.395,—102, Kingston Rd., and High St., Kingston-on-Thames, Kingston 3348.

1957 Rover 1058, director's car; £1.375.

1957 (late) 1058, chauffeur driven, black, radio, seat covers, 4,700 miles, as new; £1,445.—
Cavies Car Centre, Ltd. Acorn 6731.

COOMBS & SONS (GUILDFORD), Ltd., offer:-

COOMBS & SONS (GUILDFURD), And in Sage green Nover 1058, 1958 model, finished in Sage green with light tan hide upholstery, fitted overdrive, bucket seats, Ace Rimbellaberg, fetc., genuine 5,000 miles, completely as new: £1.550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Guildford 62907-8-9. (C1057)

1958 Rover 1058, 7,000 miles, overdrive, radio;
WOKING MOTORS (MAYBURY HILL), Ltd...
[C4067]

1957 Rover 105R, black, radio, etc., one owner; £1,475.—Odeon Motors, Ltd., Bar. 1144. (C3028

1957 105R de luxe, fully automatic, finished in owner, inmaculate, £1,335.
CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159]

1957 Rover 1058, black/red, 10,000 miles only, slatter, Ltd., 41, Aldermans Hill, Palmers Green, N.13. Por Lane 1066

1958 (February) Rover 105R de luxe saloon, colour throughout; £1,545.—Coles Garages, Ltd., 42, Worple Rd., B.W.19, Wimbledon C195, and 96-98, Ewell By-Pass, Ewell 2395.

6000 miles, Rover 1058 saloon 1957, with overdrive, also equipped with bucket type front
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washers, indistinguishable from new and faultless
mechanically, one owner; £1,475.

Hill, LONGON, N.W.7. Tel. Mill Hill 4252; showrooms open until 8 p.m.

1957 Rover 105R saloon in dark grey with green leather, bucket seats, fitted fully automatic transmission, complete to full de luxe specification with heater, screen washers, rim finishers and push-button H.M.V. radio, originally owned by the Rover Company and prepared for resale regardless of expense with new tyres, etc., immaculate and absolutely as new; £1,425.—Ellis' Garage, Oswestry. Tel. 57 or 1057. [8650]

Rever 186 Wanted
£1500 available for best 1058 offered, private, [8834]

BRUTONS want low-mileage Rover 105.—34, Becken-ham Rd., Beckenham 9201. (W1104a

ALMOST new Rover required immediately.— Morley, 76, Cambridge Rd., Kingston. Kingston. [W3016/R

Rover 60, 75, 99 and 165 Wanted ROWLAND SMITH'S, the Rover buyers, highest cash prices.—Hampstead High St., N.W.3. Ham, 6041.
[W4018/R

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

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[0029/R

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Kingston 5348. [0080/K]

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C722.

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WARWICK WRIGHT, Ltd., offer:-

1957 Silmea Aronde Elysee saloon, black, green 1957 upholistery, heater, 9,000 miles; £745, strain and the saloon of the saloon

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Simoa Cars Wanted

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GAZELLE series 1 convertible, works mileage, choice
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1957 Singer Gazelle series I convertible, grey/red.
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THE most comprehensively equipped Singer Gaselle on the market, first registered May, 1957, burgundy/beige interior, one owner, 12,000 miles, fitted with radio, heater, centre gear change electric clock, screenwashers, twin Marchal spotlights, badge bar transparent exterior vinor, turbo disca, wing mirrors, whitewail tyre trims, etc., original cost with extras in excess of £1,000; for sale and guaranteed at £455, A. Littlewick Green 3076. evenings and week-ends. Littlewick Green 3076.

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1957 Singer Gaselle saloon, blue, grey, red uphoi-washer, etc.; 2795. H A. SAUNDERS, Ltd., 636-842, High Rd., Rorth Pinchey, M.12. Hillside 5272 (8 lines). (C4082 WARWICK WRIGHT, LAL, offer:-

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1955 (April) Singer Hunter de luxe săloon, private vited: £495.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057.

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DROP head Bristol 402, blue with red ho heater, excellent condition; £950 or l down, or best offer.—Maldenhead 4782. 1936 Singer sports (Le Mans) in very go throughout, new hood, green; £85. Car Sales. Tel. Hitchin 2037.

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BERKELEY Square, London, W.1. Grosvenor 4343, [8595]

1955 Standard 8 saloon, blue, heater, 14,000 miles. E445.—Hale Motors Tot 7771. [C2077]

1956 model Standard Super 8 saloon, black, heater, GARAGE SERVICE Co., Ltd., 1015, Pinchley Rd., Golders Green, N.W.1. Speedwell 4411. [C2019

1954 Standard 8 saloon, heater, exceptional; £425.
Salmons Garages, Ltd., Temple Bar 5338.
[C4029]

1954 Standard 8 Alexander engine conversion, roll bar, heater, etc., £60 extras; £400 o.n.o.—[8767

495m.—Standard 8 late 1957 Gold Star saloon, rear opening boot, one owner, small mileage, spare unused; written guarant-ee: terms, exchanges.—Rowland Smith, below.
345m.—Standard 8 1954 model saloon, excellent condition, written guarantee: terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead (Cdd).

SUPERB selection of specially chosen low mileage cars available this week; 1955 in blue, radio and neater, £485; 1954-5 with twin carb., wire wheels, aystall balance shaft, heate, and rear opening boot,

1954 de luxe in blue with extras, £460; another, £425; exchanges and lerms.—Slocombe's, £446, Dudden Hill Lave, N.W.10. Willesden 4989/3984.

1955 April Standard 8 de luxe four door saloon, the original owner was employed by Messrs, Rolls-Royce and this is a genuine low mileage one owner car, the original owner was employed by Messrs, Rolls-Royce and this car has been maintained up to their standards, fitted all new tyree, throme strille, twin chrome exterior nurrors, ammeler, oil gauge, laxed for the year, finished terior, a most immaculate specimen, 2435.

Maidostrone Engineering Co., Smethurst Et., Maidostrone Engineering, 245.

Maidostrone Engineering Co., Smethurst Et., Pendieton, Manchester, 6, Pendieton 3457. (C3000)

Standard S Cars Wanted

ROWLAND SMITH'S, the Standard 8 buyers; highest
cash prices. -Hampstead High St. N W 3. Ham
[W4018 R]

#### STANDARD 10

. F. DOVE, Ltd., offer:--

1955 Standard Super 10 saloon, black, heater, & Lack, heater, Wimbledon, S.W.19. Tel. Liberty 3456

WARWICK WRIGHT, Ltd., offer:-

WARWICK WRIGHT, Eds., Gast.

1956 (October: Standard 10 saloon, beige, blue upholstery, 14,000 miles; £515, WARWICK WRIGHT, Ltd., Lord's Court, St., John's Wood Rd., London, N.W.S. Cunningham 6050, [C4046]

PARK MOTORS (KINGSTON), Ltd., offer:-

PARK MOJONG INC.

1956 Standard 10 saloon, black, red upholstery,
etc., in very good condition: £475.—187-195,
London Rd., Kingston-on-Thames. Kingston 7610,
CS124

BERKELEY SQUARE GARAGE, Ltd., offer:-

1956 Standard Super 10. green, red interior, beater, screen washer, taxed year; £485.
BERKELEY Square, London, W.1. Grosvenor 4343. 1956 (Sept.) Super 10. one owner; £450.—Wey-

1957 Standard Super 10, green, one owner; £575.— 1957 Standard Super 10, grey, one owner; £575.— (63028)

1955 model Standard 10, dark green, red trim, 24,000 miles, seat covers, maintained by us;

1956 (April) Standard Super 10, black/red trim, one owner, heater, taxed, supplied by us new; £515.—The Black Horse Garage, Richmond 6441.

1955 Standard 10, blue, red interior, one owner, heater, guaranteed, £485.—Campbell Symonds, Perivale 4456.

1957 Standard Super 10, Phise II, 5,000 exchange.—Flat Cheriton Gdns., Folkestone 51581.

WALTER SCOTT, Ltd.—1955 Standard 10 de luxe, green, heater, excellent condition; £435.—39, College Crea, N.W.3 (Swiss Cottage Tube). Pri. 4466, (76006

STANDARD 10 (Oct.) 1956, 8,500 miles private motoring, taxed end year, showroom condition; best offer over £510.—Tel. Cobham, Surrey 5261, after 7 p.m.

1956 (June) Super 10 saloon, blue with blue trim, immaculate; £510; terms and exchanges.—Am Street Motors. Worthing 8405.

1955 Standard 10 de luxe saloon, black with re beater, well maintained and in good condition, taxe for the year, £460 —John Claydon, Ltd., East Horsley Surrey

1957 Standard Super 10 2-pedal saloon, due blue-blue interior, one owner, heater, extras, low mileage, very clean, £625; also Standard Super 10 saloon, black-red, one owner mileage, very clean, £495.—Trinity Cars, Ld. North Side, Wandsworth Common, 8.W.18. Va. 1166.

#### STANDARD COMPANION

1956 Standard Companion de luxe, one owner, immaculate; £545.
PHCENIX MOTORS. Ltd.. Oxford Rd.. Gerrards Cross. Denham 2716. Gerrards Cross 2545, (C3044

#### STANDARD 12

Collision of the second of the

#### STANDARD ENSIGN

1958 Standard Ensign, works mileage, showroom soiled; £825.—Kirkdale Cars, Kirkdale, Sydenham, 8.E.26. Sydenham 6129.

1958 Standard Ensign, Lichfield green, all red upholsters, used for demonstration purposes. £825.—Laughton Garage, Grayshott, Hindhead, Surrey Tel. 422.

1958 Standard Ensign, radio, heater, 2,000 miles only, as new; £850,—Portsea Motors, Ltd., 142, Finchley Rd., N.W.5. Opposite Finchley Rd. Tube Station. Ham. 9661.

#### STANDARD VANGUARD

A 1 at Brown's.

1953 Standard Vanguard Phase II saloon, black, heater, radio, many extras, beautifully kept and maintained; £395 secures.

J. BROWN, Ltd., 339, Pinchley Rd., N.W.S. (Clo28

. P. DOVE, Ltd., offer:--

1955 vanguard, grey, radio, heater, covers, ex-eptional; #565,...L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 5456, Citorr DISPATCH MOTORS, Ltd., offer:-

1956 Phase II Vanguard, fawn, heater, twin lights, etc.; £685.—Borough High St.,

RHOWN'S GARAGE (LOUGHTON), Ltd.

1957 Standard Vanguard Phase III saloon de luxe.
Garage (Loughton), Ltd., High Rd., Loughton, Tel.
Loughton 6262.

WEYBRIDGE AUTOMOBILES offer:-

1956 Standard Vanguard, blue with red interior.
WEYBRIDGE AUTOMOBILES, Ltd., 50, Queens
Rd. Weybridge, Surrey. Weybridge 2255, extn.

HENLYS offer with 4 months' guarantee.

1957 Standard Vanguard saloon, phase III. over-drive, one owner, black with red interior;

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray, Gulliver 5721. [8884] HENDON CENTRAL GARAGE, Ltd., offer:-

STANDARD Vanguard (November 1955), perfect example: £520.—Watford Way, Hendon Central, N.W.4. Tel, Hendon 8084-5.

1955 Standard Vanguard Phase II saloon. colour perfect condition throughout: 4495
FERRARIS OF CHIOKLEWOOD. Ltd.. 200-200. Cricklewood Brosdway. London. NW.2. Clades to the condition throughout: 0.000 August 1000 1000 August 1000 1000 August 1000 1000 August 1000 August

#### STANDARD VANGUARD

1954 Standard Vanguard, choice of two, one fitted hater, screenwash, both cars in really immaculate condition; one at £450, the other £495.—154, West Hill, S.W.15. Putney 0396.

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:-

1956 Vanguard Phase III saloon, black, heater, screen washer, in showroom condition; £650, 1954 (Nov.) Vanguard estate rar, overdrive, heater, screen washer, taxed year; £550, BERKELEY SQUARE, London, W.I. Grosvenor 4345.

1957 Standard Vanguard de luxe, one owner. 8.000 miles, taxed year, as new; 2790. R. S. M&AD (SALES), Ltd., 42, Queen 84., Maidenhead. Tel. Maidenhead 5451-2

1955 Vanguard, radio heater, overdrive, specimen condition: £575.—Pinner Motor Co. Pinner (C3105)

1957 Vanguard Phase III saloon, immaculate con-dition, 6725,—Sidney Marcus, Ltd. 53, Sloane St., S.W.I. Tel, Belgravia 5721.

1956 Vanguard Phase III. one owner, excellent condition; £650.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. (C2055

1951 Standard Vanguard, bester, radio, in very good condition throughout; £559.—Cavendish Motors, Cavendish Rd., N.W.S. Willesden 0046. [C1121

1951 parguard saloon, heater, guaranteed; £325, st., W.14 Wes. 6631.

1955 Vanguard, green, red interior, heater; £540.

-Fuller's of Coombe, Kingston By-Pass.

Name of Coombe, Kingston By-Pass.

PPP Estate cars, choice of 3 Phase III Vanguar estates, also several Phase IIs.—Pedigre Estate Cars, 340, Euston Rd., N.W.1. Euston 7889

1955 Vanguard II diesel mloon, black, red hide, gularly serviced; £550 —W. Jordan & Son. Holms Plour Mills, Biggleswade Peds. Tel. 2001.

1955 Standard Vanguard, green with being £550.—Golly's Garage, Ltd., 111a. Earls Court S.W.5. Fremantle 6373.

1953 Standard Vanguard, November delivery, Smith & Hunter, 576, Kensington High St. W.14 Western 2512

1957 Standard Vanguard de luxe, as new, genuin mileage, 2,900, heater, Screenclean; £790 terms arranged.—Perrott, 154, Bromham Rd., Bedfort Tel. Bedford 5140.

£375.—Vanguard I, Feb. 1953. black, red leather heater, wing mirrors, fog lights and towline attachment, 3 new tyres.—Well above average condition and carries 3 months' guarantee from 'The Woodcotte Motor Co., Ltd., Church St., Epson 1284.

1956 Standard Vanguard 4-door de luxe saloon, stery, fitted with radio and heater, low mileage and in outstanding condition. 2690.—Kings Motors, New Add., Oxford. Tel. 49458-9.

1956 Standard Vanguard Phase III saloon, black out; 3-month guarantee; 2665.—Trinity Cars. Ltd., 34 North Side, Wandsworth Common, S.W.18. Vandyk 1166.

1955 (Oct.) Vanguard saloon, grey, red interior, recorded mileage 15.000, immaculate condition; 2565.

—Clubman Autos, £td., 138-142, High St., Tooling, Sw.17. Baiham 3446.

525 ms.—Standard Vanguard 1955 Phase II 4-doc cellent condition, written guaranties' terms, exchange list, open 9-7 week-days and Saturdays.—Rowian Smith. Hampstead (Hampstea) Tube). Hampstead

1956 Standard Vanguard Phase III saloon with overdrive, usual extras, especially outstanding condition, this car has Just been subjected to a searching examination by an independent authority, the report is available and shows that the constanted for 5 months in writing at £695.

Hill, N.W.7. Tel. Mill Hill 4252; showrooms open full 8 p.m. (C2108

#### STANDARD MISCELLANEOUS

BERKELEY SQUARE GARAGE, Ltd., offer:

1957 Oct., Standard Sportsman, Ivory/blue, Borg low milesee, as new: £1,005. PERKELEY Square, London, W.1. Gresvenor £343,

Standard Missellaneous Care Wawted

ROWLAND SMITH'S. the Standard buyers: highest
cash prices—Hampstead High St., N.W.S. Ham.
(W4018.7)

Standard Spares and Service L ARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel 34151 (5 lines). (0301/R

Standard Spares and Service
STANDARD Spares for all models; largest provincial stockists.—Holingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Price's Drive, Colwin Eay (7rl. 3529).

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors, Alexandra Terrace, Guildford 5391. [0255/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1959 onwards; guaranteed 5 months; Girling and Bendix stockists.—514, Regent's Park Rd., Church End., [0002/R]

#### STUDEBAKER

1951 Studebaker convertible, radio, heater, outstanding condition.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.S. Hampstead 5676/7779. [C4016]

£495.—1952 Studebaker V8 Commander saloon, radio, heater, one owner, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509.

#### SUNBEAM

R
ROOTES
HAVE available a range of Sunbeam cars of very low mileage. DEVONSHIRE House, Piccadilly, W.1. Grosvenor

L. F. DOVE, Ltd., offer:-

1955 Sunbeam Mark III saioon, green, overdrive, one owner; £795.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456.

TOM GARNER, Ltd., offer:-

1956 Sunbeam Mk: III saloon, duo blue, htr., rdo., rdo., as commany extras, 6,000 mls.; £995.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. IC2020

ARTHUR MULLINER, Ltd., offer:-

1957 Sunbeam Mark III sports saloon, black, red months' guarantee; deferred terms; part exchanges.— Bridge St., Northampton. Tel. 907. 18635

CHIPSTEAD MOTORS, Ltd., offer:-

1956 Mark III, finished in grey with blue interior, centre gear shift, heater, one owner, low mileage, immaculate; £895.—142, Holland Park Ave., W.I.. Park 5445-6.

WARWICK WRIGHT, Ltd., offer:-

WARWICK WRIGHT, the Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050, [20405]

HENLYS offer with 4 months' guarantee.

1955 Sunbeam Mark III. drop head coupe, radio, hack with red interior; £835.

HENLYS, Ltd., Parkway, Regents Park, N.W.1.
Please ask for Mr. Gray. Gulliver 5721. [8885]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/5, offer: 1957 (July) Sunbeam Mark III saloon, pearl grey one owner, 11,000, miles only, as new: 2995. [C1001

GEORGE HARTWELL, Ltd., the nationally recognized Sunbeam specialists, offer:—
Sunbeam Mark III saloon, 1955, overdrive, heater, radio, s/wash, badge bar and lamp, competition auspension and tuned entine, duo colour blue/grey, ideal rally car; £795.—35-41, Holdenhurst Rd... Banramouth. Tel. 4161.

1956 Sunbeam sports saloon, radio and heater. blow mileage; £850.—A. Owen (Hendon). Ltd., The Hyde, Hendon, N.W.9. (C5096

1957 Sunbeam Mark III, claret, grey leather, 6,000 miles; £965.—G. E. Harper, Ltd., Stevenage 700.

1955 Sunbeam Mark III convertible coupe, grey with grey hood and upholstery, one careful owner, showroom condition: £765.

PHEMIX MOTOR Co. (SURREY), Ltd., Phenix House, High St., Sutton, Surrey, Vigilant offer.

1955 (May) Sunbeam 90 Mk. III, finished rose beige with red interior, fitted H.M.V. radio heater, o/d, rev. counter, badge bar, 2 spots, goo

THE HILLSBOROUGH GARAGE & MOTOR Co., Ltd. Hillsborough Bridge, Sheffield, 6. Tel. 48795-6 [862]

1956 Sunbeam Mark III saloon, grey/claret, heater, 8.000 miles, positively as new: £925. Libbys, 52-58, Renshaw St., Liverpool, 1. Tel. Royal 1867.

1955 model Sunbeam Mark III saloon, one titled owner, chauffeur kept, immaculate condition: £795.—H. E. Griffin Motors, Ltd., Haywards Heath 395.

Heath 595. Sunbeam Mk. III convertible, gun with red badge bar, rev counter, floor gear change, one owner, engine just been decarbonised, etc.; £775.

1955 gunbeam Mk. III saloon, dark green, over-miles and in exceptionally good and well above average condition: £845—Oastle's, Church Gate, Leicester 18931.

SUNBEAM

£695 —1955 Sunbeam drop head coupe, one owner spotlamps, perfectly maintained vehicle in superiorder throughout: terms to sub and exchanned cachenned. Evenbam. Tel. 2775.

Coscheratt, Eall Sunbeam Cars Wanted

ROWLAND SMITH'S, the Sunbeam buyers; highest

ROWLAND SMITH SMITH SMITH'S, the Sunbeam buyers; highest

ROWLAND SMITH SMITH SMITH SMITH'S, the Sunbeam buyers; highest

ROWLAND SMITH SM

URGENTLY required, 1947/57 Sunbeams.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Higheliffe 2275. (W2109

ALMOST new Sunbeam required immediately.— Morley, 76, Cambridge Road, Kingston, Kingston, [WS016/R

#### SUNBEAM ALPINE

CHIPSTEAD MOTORS, Ltd., offer:-

1954 Alpine, finished in grey and red interior mileage, available shortly.—142. Holland Park Ave., W.11. Park 3445-6. [C1046]

SUNBEAM Alpine 1954 model, blue, very good condition: £695 METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., London, S.W.5. Fre. 5471, 0186-7. [C3064

1955 (June) Sunbeam Alpine, 17,000 miles, over-drive, radio, one owner, taxed; £625.— R. S. Mead (Sales), Lid., 42, Queen St., Maidenhead, Tel, Maidenhead 3431.

545 sns.—Sunbeam Alpine late 1953 sports roadster, carefully used; written guarantee; choice of 2: terms exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead (Hampstead Tube). (CAOLE

1955 Alpheam Alpine; this car is one of the 1955 Alpheam Works team cars prepared for the 1955 Alpheam Trial; the trial was cancelled and the car sold privately; finished in metallic grey with red interior; the accessories are far too numerous to list individually but include overdrive, hardtop, works tuned engine, etc.; 2995.—Langney Motors, Ltd., Cornfield Rd., Eastbourne. Tel. 7600.

#### SUNBEAM RAPIER

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tell, Hillside 6621, offer:—1958 wing mirrors, white wall tyres; £945, hire purchase facilities available.
W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillside 6621. [C3042

ELM AUTOSALES offer:--

1957 Sunbeam Rapier, overdrive, R67 engine, 7.000 miles only, unmarked in primrose and black; £895.—66-68. Hartfield Rd., Wimbledon, S., [C2067]

TAMES SPENCER, Ltd., offer:-

1957 Sunbeam Rapier saloon, fitted heater and overdrive, in spotiess condition; £645.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263 and 4209.

WARWICK WRIGHT, Ltd., offer:-

1956 Sunbeam Rapier saloon, black and yellow yellow and black upholstery, radio and heater, 15,000 miles, £875; another in blue and grey, low

mileage, 1957 (October) Sunbeam Rapier R67 saloon, black 6,000 miles, 4935; another in antelope and grey, similar

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

GEORGE HARTWELL, Ltd., the nationally recognised Sunbeam specialists, offer:—
SUNBEAM Rapier 1956, black/yellow, one meticulous owner, low mileage; £825.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. (C2079

1956 Sunbeam Rapier; £800.—Farnham Motor Ltd., Downing St., Farnham. Tel. 48

1956 Sunbeam Rapier saloon, with overdrive, one maculate condition; £850. (SURREY). Ltd., Phoenis House, High St., Sutton, Surrey. Vigilant Old.

1956 Sunbeam Rapier sports saloon, pearl grey and antelope, R/67 engine, rev counter, one owner, 9,000 miles only, immaculate; £825.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

1958 Rapier Series I, 1.500 miles, colour black and grey, heater, radio, overdrive, rev counter, as new: £995 o n.o.—Bishops Stortford 181. [C405]

R67 Rapier, 1957 model (Nov., '56), heater, rev counter, overdrive, low mileage, blue grey, as new throughout; £785,—Tel. Nottingham 74022.

1957 (July) Sunbeam Rapier R67, 10.000 miles heater, etc.; 2665.—Ray Powell, Ltd., Leytonstone S53, Motors, Ltd., Kingston By-Pass, Tolworth. Embridge 2254.

1956 Sunbeam Rapier, red/cream, 9,000 miles, one owner, heater, taxed; £795.—G. P. Morley, 76. Cambridge Rd., Kingston-on-Thames. Kingston 8885.

1957 Sunbeam Rapier one owner, overdrive, dition: £845.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185.

SUNBEAM RAPIER

1958 Rapier hard top, 600 miles only, blue/black approx. £1,200, whole car as brand new; bargain, £1,025,—Silverthorne Motors, £td., 11, Pitzroy Sq., W1. Euston 7811.

1957 model Sunbeam Rapier sal., overdrive, radio, htr., etc., 12,000 miles: £865, 4 months' guarantee, terms and exchanges.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 5, Tel. Deansgate 5255-6.

1956 Sunbeam Rapier sports saloon, honey beige heater, twin-carburettor engine, excellent condition.—Arthur Mulliner, Ltd., Bridge St., Northampton. 7el. 907.

1957 (September) Sunbeam Rapier asioon, black radio, overdrive, heater, screenwashers, etc. an imaculate low-mileage one-owner car.—Mr. Fairclough, Wessex Motors, New St., Salisbury, 7th. 3275. [C4067

1958 (March) Sunbeam Rapier Mark II saloon, 1,700 miles only, heater, rev. counter, wind-screen washers, cost over £1,100 equal revery way: great saving at £1,000 equal per Marcus, Ltd., 35, soloane \$1. S.w.l. Tel. Belgravia 7211, [C3006]

1956 Sunbeam Rapier saloon, a small miles of the control of the co

Sunbeam Rapier Cars Wanted ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

ALMOST new Rapier required immediately.— Morley, 76, Cambridge Rd., Kingston. Kingston [W3016/R

### SUNBEAM-TALBOT

H. BEART & Co., Ltd., offer:-

1952 model Sunbeam-Talbot Mark II 90 saloon £495,—102 kantin bronze, radio, heater, very good example £495,—102 London Rd. and High St., Kingston-on Thames, Kingston 5348.

TACK BOND (VINTAGE AUTOS), offer:-

TALBOT 105 close coupled sports saloon, two owners, magnificent condition; £225.
VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5925 and 8350.

GEORGE HARTWELL, Ltd., the nationally recognised Sunbeam specialists, offer:—SUNBEAM-TALBOT 90 Mark IIA convertible. 1954, specially tuned engine, fitted heater, s/wash and rev counter, sapphire blue/light fawn, superb condition throughor's 2750.

SUNBEAM-TALBOT 90 Mark II saloon, 1951, black/bred, heater, one lady owner; £485.—35-41, Holdenhurst Rd., Bournemouth, Tel. 4161.

1952 Sunbeam-Talbot 90 saloon, heater, screen-washers, 2 owners, excellent condition; £485. R. S. MEAD (SALES), Ltd., 42, Queen St., Malden-head. Tel. Maldenhead 3431-2.

1950 model 30 Sunbeam-Talbot 10hp sports saloon, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.w.6. Hampstead 6490. [C1024

1953 (September) Sunbeam-Talbot Mk. IIA saloon all new tyres, one owner, moderate mileage, nice order throughout; £565.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel, Littlewick Green 70; evenings and week-ends, Littlewick Green 5076.

1948 Sunbeam-Talbot saloon, 10hp, heater, high compression head, loose covers, spot lamp, screen wash, etc.—Williams, 154, Park Rd., Timperley, [8803]

MARK IIA Sunbeam-Talbot convertible, every con-celvable extra including radio, a car for the enthusiast; £525.—Motorwell. 291, Green Lanes, N.15. Tel. Fal. 5314/5502.

275 gns.—Sunbeam-Talbot 10 1947 sports saloon, washers, Notek passilght, carefully used, excellent condition; terms, exchanges, list.—Rowland Smith, Hampstead (Hampstead Tube, Hampstead 6041, [Co2018

1954 series Sunbeam-Taibot 90, radio, heater and one owner since new, genuine 56,000 miles only; £575.—Kirkdale Cars, Kirkdale, Sydenham, 8£.26. Sydenham 6129.

2409:11-1951 Sunb-a-n-Talbot 90 de luxe saloon, 25,000 could be genuine, whole vehicle positively immaculate and outstanding, choice six other Sunbeam-Talbots from £425.

LAMBS OF WOOD GREEN (Established 1897): 100 cars; 3 months' written guarantee; exchanges, hire purchase—421-423, High Rd. Finchley. Finchley 6222.

Sunbeam-Talbet Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers; highest cash prices.—Hampstead High St., N.W.S. [W4018/R

XXX Excellent cash price offered for Sunbeam-Talbot.—H. F. Edwards. Great Titchfield St., London, W.1. Langham 00

#### SUNBEAM MISCELLANEOUS

CAMDEN MOTORS for Sunbeam-Talbots, Sunbeam Mark III, Rapier and Alpine, selection from our stock of sixteen models:—
UNBEAM Mark III saloon 1956, in 2-tone green, considered to the selection of the selection of

owner and superbly maintained, an unrepeasable remark £895.

SUNBEAM Alpine sports coupe 1955, a moderate mileage, immaculate specimen, finished in Alfa red, beige hide with floor gear change, overdrive, heater, washers, whitewalls and tonneau cover, badge bar and spots, astounding performance: £795.

SUNBEAM Rapier sports saloon 1957, series R67 engine with twin carbs and overdrive, one owner, 10,400 miles, could even be taken for less, a faultiess motor car, 2-tone in Antelope and mist grey; £895.

SUNBEAM-TALBOT 90 saloons Mark IIA series, choice of 3 immaculate one-owner cars, one in black, 2 in due-tone; from £595.

duo-tone: from £595. SUNBEAM-TALBOT 90 saloons Mark II series 1951-1952, choice of 3 all with radio and heater; from

SUNBEAM-TALBOT 90 salcons Mark I series 1950, one in black, one in golden bronze; both at £445; one cher cars available; write for fully descriptive Cambrie MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges.

#### SWALLOW DORETTI

1955 model Swallow Doretti, our demonstration vehicle in immaculate condition, dual tone colours, heater, loose cover, luggage rack, spot lamps, etc.; £595. DREWS WOODGRANGE SERVICE STATIONS, Rom-ford Rd., Forest Gate, E.7. Gra. 6601/2. [8166

JOHN BLAND for spares and repairs to pre-war Taibots, 27. Southfields Rd., S.W.18. [0008 R]

## TRIUMPH

. F. DOVE. Ltd., offer:-

1956 TR3, red, extras; £750.

1955 TR2, B.r.g., overdrive, radio, heater: £675.

L. F. Dove, Ltd., 69, Broadway, Wimble-dom, S.W.19. Tel. Liberty 3456.

W. N. ROAKE AUTOS, offer:-

1954 TR2. finished white, maroon hood and trim. excellent condition, one owner; £545.—24. Widmore Rd., Bromley, Kent. Rav. 1252. [3848]

GUY SALMON AUTOMOBILES offer:-

1955 Triumph TR2, red/tan leather, heater, bater, spotlight, immaculate; £650.—Porte Rd., Thames Ditton. Emberbrook 5551-2-3.

ENGINES RECONDITIONED, Ltd., offer:-

TRIUMPH Renown saloon, 1949; £345.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070] HILLSBOROUGH GARAGE AND MOTOR Co., Ltd.,

1956 (Nov.) Triumph TR3, finished sunset red of the condition; fixed with black hard top and grey interior, fitted top and complete with soft top and condition; one owner, supplied and serviced by ourselves, 10,700 miles; price £23; (May) Triumph TR3, finished ivory, red, interior, fitted heater, 17,000 miles, good condition; £745; (Sept.) Triumph TR2, finished powder blue one owner, good mechanical condition; £858.—Hills-borough Bridge, Sheffield, 6. Tel. 48795/6. [8621]

PERFORMANCE CARS unique selection (125 cars) see our full page next week. [C3041

TR2 Oct. '54, B.R.G., excellent condition, Michelin 18792

1956 Triumph TR3 hard top, immaculate: £760. Robbins, East Putney. Tel. 7881. [C3010

TRIUMPH TR2, 1955 (April), heater, washers, in really beautiful condition throughout; £665, STANBOURNE MOTOR Co., Ltd., 169,171, Old STANBOURNE Rd., Tel. Bournemouth 7007. (8600

AZ MOTORS offer 1951 2000 saloon, immaculate condition; £3751—Palmerston Rd., N.W.6.

1954 Triumph TR2, immaculate condition, over-drive, heater, radio, occasional seats, Micha-lin X tyres; £585. BRITANNIA MILLS.—Bowker St., Radcliffe, Lancs. Radcliffe 2536; evenings, Middleton 2260. [8657

TR3 1957. disc brakes, one owner, serviced by us; £895.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [7226

1956 Triumph TR3 15,000 miles, black/red, many extras, too numerous to list; specimen at £755.—University Autos, Reading 2568. [T9086]

MAYFAIR GARAGES. Ltd.—1953 Mayflower, grey, heater, unblemished throughout; £425.—Bishops-bridge Rd., W.2. Amb. 1061. 9-6. Sats. 9-5. [C5009

1952 Triumph Mayflower, heater, in immaculate throughout: £399.—Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046. [C1121

1949 Triumph Roadster, green, low mileage, hard top reconditioned engine, heater, immaculate case.—Box 6425.

38/9 Dolomite saloon (Burgundy), extras, 25 m.p.g., spare engine, gear box, axie, etc., see ts appreciate, no garage (first offer).—Box 6423. [8835]

#### TRIUMPH

TRIUMPH aports roadster, grey, 1949, very good condition; £595 -A. K. Austin, Ltd., 375, Mansfle Rd., Nottingham Tel. 63251/2.

1951 Mayflower saloon, radio, magnificent, guaran-teed; £540; payments.—Vaughan, 17. Astwood Mews, S.W.7. Fro. 1519.

1952 Renown saloon, heater, magnificent, g teed; £350; payments.—Vaughan, 17 wood Mews, S.W.7. Fro. 1319.

1955 TR2, white, red upholstery, 25,000 miles, Weybridge 3391.

1955 TR2, Michelin X, tonneau, heater; £589; car in imnfaculate trim.—50. Granville Rd... Sevenoaks. Tel. 55211, Ext. 643.

1948 Triumph Roadster 1800, first-class condition, Smith, Caravan, Red Lion, Trumpington, Cambridge, [883]

TR2 first registered March, 1957, 15,000 superb all round condition, l.h.d.; 2540—158, The Moors, Kidlington, Oxon, Kidlington

1949 Triumph Roadster, cream with green in-terior, de-mister, very clean; £415.—Win-dovers, Ltd., The Hyde, Hendon, Colindale 4031. [Odi18]

1954 Triumph TR2 sports, green/beige hide, heater, low mileage, choice of two; £595.—Central Newbury Motors, Ltd. Tel. Newbury 2000.

1949 (June) Triumph 2.000 roadster, grey, grey Dec.; £325.—Cutler, Earn Cottage, Walberton, Arundel, Tel. Eastergate 2567.

1956 soft top in blue, extras, absolutely immacu-science and terms, 250cmbes Ltd., Dudden Hill Lane, N.W.10. Willieden (C4017

£395.—1955 Triumph Mayflower de luxe saloon, black, heater, one owner, excellent condi-tion; terms.—Autosnips, 5, Balham High Rd., Balham 1509.

1956 Triumph TR3, white. 16,000 miles only, fitted H.M.V. radio, new Michelm X tyres, mit condition, as new; £750.—Wood, St. Albans [8710]

575 gns.—Triumph TR2 1954 2-seater, red, grey feather, overdrive, wire wheels, heater, Micheln X, oxecleat condition, written guarantee, choice of the condition of the conditio

1956 (March) Triumph TR2, beautiful red, with 13,000, heater, screenwaher, cossional rear seat, ton-parameter, series, seat, ton-parameter, series, seat, ton-parameter, series, 295, Lewisham High St., S.E.13, Lee Green 1051.

1948 Triumph Roadster 1800 sports coupe, black, unrepeatable; £565; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

ROADSTER 2000 Sept. 1949, factory reconditioned engine, not run in, radio, heater, excellent order, fast, written guarantee; £395; inspect any time by appointment.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647.

1957 TR3, white, detachable black hard top, over seat, 17,000 miles, new tyres, owner soing abroa 2995.—Steel, 2, Lennox Ed., Bletchley, Bucks. 7, Bletchley 2044 (mornings).

1952 (August) Triumph Mayflower, heater, a re outstanding example: please inspect of in order to appreciate this splendid specimen; & -Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Syd £425. Syden-IC2068

\$435\text{!!!-Dear, but worth it! 1949 2000 Triumph too, speedometer records 3,4000 miles, could be genuine, magnificently maintained, miles, could be genuine, magnificently maintained, myou see and drive this you will buy it, choles two.

\$365\text{!!-1947/48} Roadster 1800, late owner used this as a second vehicle, small mileage, a beautiful vehicle, the best offered.

LAMBS OF WOOD GREEN (Established 1897); 100

Lars, 3 months' written guarantee; exchanges, hire purchase.—421-423 Righ Rd., Finchley. Finchley 6222.

TRIUMPH Roadster 1800, 1948, one owner, body chrome, interior truly exceptional, new hood, brakes relined, engine just overhauled, small mileage, taxed year, genuine offer; £895,—Layoca, 48, Riverdale Rd., Sheffield, 10. Tel. 64613 after 6.30 p.m.

£435 —Triumph Mayflower 1953 model, most at-scellere tractive pastel duotone, red leather, heater, excellere tractive most volters; A.A. or R.A.O. creams welcomed; excellere tractive per tractive condi-cerams welcomed; excellere tractive per tractive

#### TRIUMPH

AUTOMOBILIA, Ltd., 1R2 specialists, offer:—19 TR2 super sports 2-seater, black, red leath radio, twin Marchals, screen-washers, wing mirro one owner, low mileage, excellent condition, £695; a 1956 TR5, ivory, black hardtop, £725; and a 19 2-seater, £575.—Tel. Byfleet 22. a 1954 (C114s

1956 top, disc brakes, overdrive, wire wheels, wainut steering wheel, Bosch headiamps, Marchal spot and fog lamps, reversing light, map reading light, on the steering the lamps, the steering wheel to the steering wheel to the steering wheel to the steering wheels are the steering the steering washers, soft root, to the steering washers, so the steering

MICHAEL CHRISTIE MOTORS, Bicester Rd., Ayles-

£425 !!—Triumph 2000 Roadster 1949, in mint coinding the diltion, reconditioned engine, heater, tyraid hood, wing mirrors, India super tyres, windscreen washers, mascot, tuis car has been maintained regardless of cost by its previous owner; we have rarely seen

a better example.

B better exam

TRIUMPH TR2, Aug. '55, fitted heater, twin reversing lights, engine just decoked, immaculately finished in polychromatic light blue with dark blue wings, fawn interior hood and tonneau; this car has never been raced or railled and is absolutely unmarked, must be finest '55 TR available; £675 o.n.o.—R. Cunnington, The Grange, Lutton, Long Sutton, Nr Spalding, Lines. Tel. £.8, 3241.

#### **Triumph Cars Wanted**

ROWLAND SMITH'S the Triumph buyers: highest cash prices.—Hampstead High St. N.W.3. Ham (W4018/R

TRIUMPH Spares and Service
TRIUMPH spares for all post-war models; largest
provincial stockists.—Hollingdrake Automobile Co.
Ltd., Stockport (Tel. 4464) and Prince's Drive, Onlyra
Say (Tel. 3522).

#### TURNER

1956 "Green Tiles," Foam Court Waye, Perring-

#### UTILITY CARS

J. DAVY, Ltd., offer:-

1956 Minor Traveller, undersealed and many 1955 extras, 2 owners, superb example; £565.

1955 owner, as new in appearance and perform-

180-184, Kensington High St., W.S. Wes. 7181 215, Brompton Rd., S.W.3, Kni. 4215, [C1069]

G&M ALFREDS offer:-

GENUINE 1956 Standard Vanguard estate, one pri-full complemnt of extrast; 1957 Morts Microbus utility, as new, fuller details, competitive price; 1951 Humber Snipe '-passenger coachbult estate car; in 1955 con-dition, superb condition throughout, written guarantee. -5-7, Warren St., W.I. Euston 5268. ROWLAND SMITH'S for utilities.

ROWLAND SMITTES for utilities.

525 gms.—Standard Vanguard 1955 phase II 4-door 6-senter estate car, heater.

465 yms.—Auslin A30 Countryman, 1955, heater, one owner, exceptional.

395 gms.—Ford 10 1956 estate car, 2-tone black 1907, heater, year's tax.

125 yms.—Jowett Bradford late 1947 6-senter, side gwarantee over 8300; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, hampstead (Hampstead Tube). Hampstead (Hampstead Tube).

WARWICK WRIGHT, Ltd., offer:-

1956 Martis Minor Travellers car, green, green 1957 upholstery, heater, 16,000 mlies; £625, mreen, upholstery, heater, 15,000 mlies; £625, greyn, upholstery, heater, 15,000 mlies; £835, green, upholstery, heater, 48,000 mlies; £835, was seen upholstery, heater, 48,000 mlies; £835, Warwick Wargerf, Ltd., Lord's Court, 81, John's Wood Ed., London, N.W.S. Cumningham 6950

PPP.-Pedigree Estate Cars offer:-

CHOICE of over 40 estate cars and utilities including Morris, Isls and Oxford Travellers, Fords, Zephy and Consul, Hillman, Austin, A70 and 152 Omnibus, Borgward Combi, Standard Phase II and III. etc.; losi in classified columns for further details or call 340 Euston Rd., N.W.I. Euston 7899.

DUNCAN HAMILTON & CO., offer:-

1957 Bedford Utilabrake, 4,000 miles only, 2-tone finish, red interior, special perspex sun roof, beautiful condition; E525.

OPEN all day Saturday.—33. High Rd., Byflect, Surrey, Byfleet 3101.

HENLYS offer with 4 months' guarantee;

1956 Hillman Husky, beige with red interior; p.515.
1956 Pord Squire, one owner, green with green interior; p.575.
HENLYS, Ltd., 155, Euston Rd., N.W.I. (almost Opposite Euston Station). Euston 1966. (8887)

1951 Austin estate car, heater; £500.—Box 6595,

1956 Ford Escort estate car, one owner, heater, 1955 and in excellent order: £555.
1955 Morris Minor Travellers car, de luxe, Clareswork and congre with district interior, immaculate paintwink and congress of CRICKLEWOOD. Ltd., 200-230, Cricklewood Broadway, London, N.W.2. Gladstone (2234. Open week-days 8 a.m. is 6 p.m.

UTILITY CARS

CAMPBELL SYMONDS ollowing guaranteed

utilities — 1956 Austin A:0 Countryman, grey, heater, one owner; £475.
1956 Ford Squire, green, radio, heater; £575.
1955 Morris Minor Traveller de luxe, green, heater, one owner, reconditioned engine; £575.
1953 (October) Oxford Traveller, grey, heater, one owner, reconditioned engine; £575.
1953 (Campbell Eymonds, Wembley 6262.

NEW 13-seater Morris Minibus with spare wheel and heater, list price.—Pad. 0766. [8849

£299||1|-1988 Hillman Minx estate vehicle, 4 doors, fold-flat seats, excellent value, £350||1|-1951-52 Austin A70 Countryman, 4 doors, fold-flat seats, magnificent genuine works

LAMBS OF WOOD GREEN (Established 1897).—100
Cars: 3 months' written guarantee; exchanges; hire
purchase.—421-425. High Rd., Finchley, Finchley

CAMDEN MOTORS specialists in estate cars and utilities, 55 models svaliable, this week's specially selected vehicle:— 14hp estate car 1948, very smart 4-door inardwood body on the T.A. chassis, drop tail-board, flush folding rear seats, towing attachment for cars van or trailer, very sound mechanically, property of elderly Alvis enthusiast who has looked after the vehicle in a very conscientious manner; \$295. 450 other cars available, write for post free catalogue; terms, exchanges.

CAMDEN MOTORS, Leighton Buzzard 2041, open till 8 p.n... [Cl035]

1954 Fordson locwt Martin Walter 7-seater utilicon with side windows, excellent body condition; 6295.—Tel. Crawley 25451.

1958 Ford Zephyr Farnham estate: list price.—
Farnham Motor Co., Ltd., Downing St.,
Farnham, Tel. 4875-4

PPP 1957 Austin 152 Omnicoach, very nice order; 2525.—Pedigree Estate Cars, 340, Euston Rd., N.W.1. Euston 7689.

A MERICAN Ford V8, 1948 type, genuine utility, 9-seater, heater, radio, in very good mechanical order; £250.—Spicers Car Sales. Tel. Hitchin 2037.

£475 —1955 (Nov.) Austin A40 Countryman, one owner, heater, in excellent condition.—
Amotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161.

1949 (December) Lea-Francis 14hp Utility, coach-mart and well maintained vehicle: £565.—Bella Service Garage, 144, London Rd.. Kingston-on-Thames, Kingston 1185.

XXX 1955 (June) Commer utility, radio, clock, tremely nice condition; £495; written guarantee, terms exchanges.—H. P. Edwards, 28-54, Upper High St., Epsom. Tel., 5611.

A Z MOTORS Bargain Offers: 1952 Vanguard £325; 1950 Bedford Martin Walter Utiliton, new engine fitted May 1958, bargain; £250; 1994 Minx. £951—Palmerston Rd., N.W.6. Mai. 4723.

XXX 1956 model Hillman Minx estate car, heater, tional condition; £554; written guarantee, terms, exchanges.—H. F. Edwards. 28-34, Upper High St., [C2001]

R.L.H. MOTORS, Ltd., offer: 1951 Hillman Commer estate, £285; 1948 Riley 1½ wooden shoot fing brake, £285; 1958 Ford 10 conversion utility, £265 1939 Austin 10 utility, really good, £28.—601.608 King's Rd., S.W.6. Renown 4482/6647. [C512]

ROYS AUTOMOBILES, Ltd., offer 1956 A30 Country-man, £485, 12.000 miles, spare unused; another, £445; 1951 A40 Countryman, £285; 1956-55 Ford 10 conversions, from £250; 1949 Ford 8 Martin Walter estate cars, from £195; 1946 Bradford utility, full 4 spater, taxed, £35,—127, Parkway, Regents Park, N. W.I. (Nearest Tube Camden Town.) Euston 2700/894.

Utility Cars Wanted

ESTATE CARS, utility specialists; best buyers of cestate cars.—Prospect 7649.

R OWLAND SMITH'S, the Utility car buyers; highest cash prices.—Hampstead High St., N.W.S. Ham. 6041.

Minor Travellers, Hillman and Vanguard estate Micros required.—Putney 2276-7, 221, Upper Richmann Rd., Putney, S.W.IS.

ESTATE CARS, Ltd., the Utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid—441, Upper Richmond Rd. West, S.W.Is. Prospect 7648-9, [0010/R

#### VAUXHALL VICTOR

L. F. DOVE, Ltd., offer:-

1957 Vauxhall Victor Super saloon, yellow, 6,000 miles; £695,—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456.

PENFOLD MOTORS offer:-

1957 Yauxhall Victor standard, laurel green, immaculate; £690, 1956 Yauxhall Victor Super in grey, immaculate, many extras; £725, PENFOLD MOTORS, 12, Burnt Ash Rd., S.E.13, Tel. Lee Green 1202.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1957 Vauxhall Victor Super, 9,000 miles, one of control of the con

1957 Victor Super, 3.000 miles only, black, brown, heater, as new; £705.—Palmers Green [C3120]

VAUXHALL VICTOR

1957 Victor, very low mileage, absolutely as new;
2662.—Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046

1957 (May) Vauxhail Victor saloon, 8,000 miles, heater, screen washer, many extras; £665.—
Dobsons, Ltd., Staines 801.

1958 Vauxhall Victor, red or beige, one owner, 2,000 miles; £735.—Western Motor Works (Chislehurst), Footscray 1122.

1957 (July) Vauxhall Victor Super, black, one owner, heater; £675.—Vandervell Bros, Ltd., 215. Haverstock Hill, N.W.5. Swi. 4441.

1957 (May) Vauxhall Victor Super, one owner, 11,000 miles, charcoal/blue, radio, heater, taxed; 2655.—The Black Horse Garage, Richmond (C1116

1957 Vauxhall Victor super saloon, 7,000 miles only; £695.—British & Colonial Motors, Ltd.. 77, 8t. Martin's Lane, London, W.C.1. Temple Bar [C1027]

7588. Vauxhall Victor Cars Wanted

A LMOST new Victor required immediately.—
Morley, 76, Cambridge Road, Kingston. Kingston. W3016.R

### VAUXHALL WYVERN

A 1 at Brown's.

1955 (June) Vauxhall Wyvern saloon, royal blue interior to match, heater, extras, beautifully kept and maintained, 23,000 miles only, taxed, £545 W. J. BROWN, Ltd., 359, Finchley Rd., N.W.5 Ham. 2284.

G. S. HALL offer:-

1956 Vauxhall Wyvern. one owner, duo tone maroon and ivory. small mileage: £685.—302. King St., Hammersmith, W.6. Riverside 2831. [C2100

R. S. CURRIE & Co., Ltd.

1955 Vauxhall Wyvern saloon, finished in blue.

-105, Westbourne Grove, W.2. Bayswater 0085, [C1095]
H. A. SAUNDERS, Ltd., offer:—

1956 Vauxhall Wyvern saloon, blue, blue uphol-stery, recorded mileage 11,036; £635. H. A. SAUNDERS, Ltd., 836-842, High Rd., North Pinchley, N.12. Hillaide 5272 (8 lines). (C4092

H. BEART & Co., Ltd., offer:-1955, grey with red upholstery, one owner, heater; £545.—102, Kingston Rd., and High St., Kingston-on-Thames. Mingston 3348.

WARWICK WRIGHT, Ltd., offer:-

1956 Yauxhall Wyvern saloon, black, red uphol-1956 stery, heater, 12,000 miles; £650. WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050. (C4045)

PERRY'S OF BOWES ROAD offer:-

1956 Vauxhall Wyvern blue, heater, low mileage, taxed; £625.

W. HAROLD PERRY, Ltd. Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

B. J. HUNTER, Ltd., Austin agents, offer:-

1956 Yauxhall Wyvern saloon, 1)w mileage, posi-lively unmarked: £625. B J. HUNTER, Ltd., 22. Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

1955 Vauxhall Wyvern saloon, heater, grey; £545. CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 5440.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-1953 Vauxhail Wyvern, good condition: £475.— D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631.

1956 Wyvern, silver straw; £610.—Odeon Motors [C3028

1949 Wyvern, blue, heater, exceptional condition; E325 BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Spe 1196. [C1097]

1957 Vauxhall Wyvern saloon, black, fitted heater:

1956 acries Wyvern, silver straw, red interior, heater; £650.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kentl. Ravensbourne 2634-5. [C1129]

1955 Wyvern, grey, one owner, heater, guaranteed;
1956 Wyvern, black, one owner, heater, guaranPerivale
(C1037)

1954 Wyvern, finished in grey, red interior, one ERIC EAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassadur 2866.

1952 series Vauxhall Wyvern, radio, heater, spot-less cellulosed interior, £425.—Kirkdale Cara, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068 1954 good coxshott 41. Vauxhall Wyvern, grey/red, in extremely good condition; £450.—Oxshott Garages.

1954 Vauxhall Wyvern, heater, in immaculate condition throughout: £475.—Cavendish Motors.

Cavendish Rd., N.W.6. Willesden 0046. [C1121/1

1954 (June) Wyvern saloon, green, heater, 40.0 0 miles; £495.—Vandervell Bros., Ltd. 215, Haverstock Hill, N.W.3. Swi. 4441.

1953 Wyvern saloon, heater, guaranteed; £445; den Mews, Kensington, W.14. Park 9704. [C3034

VAUXHALL WYVERN

1956 (model) Vauxhall Wyvern, heater, one owner of 2 from £615.—Cavendish Motors. Cavendish M. N.W.6. Willeaden 0046.

565 gns.—Vauxhall Wyvern, 1956 saloon, Sylvan tee; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

#### VAUXHALL VELOX

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 Vauxhail Velox, pewter grey, radio, heater, sun vizor, wing mirrors, badge bar, also fitted with sun vizor, wing mirrors, badge bar, also fitted with classified conversion suitable for right-leg amputee; 2535; hg. purchase fact, t.d. with the conversion of the conversion suitable for right-leg amputee; 2535; hg. purchase fact, t.d. with 105-1111, High Rd., W. hetatone, N.20. Tel. Hillside 6621.

A 1 at Brown's. 1955 (Sept.) Vauxhall Velox saloon, black, red and in magnificent condition throughout; ESS.

W. J. BROWN, Ltd., 539, Finchley Rd., N.W.J. (51028)

CROPTON GARAGES, Ltd.

1953 Vauxhail Velox, radio, heater, one owner; Whitechapel Rd., Bishopsgate (C1159

GREENHILL MOTOR Co. offer:-

1958 (April) Vauxhall Velox saloon, heater, washers, taxed for the year, 423 miles; £999, —Marsh Rd., Pinner, Middx. Pinner 9886. [C2125]

H. A. SAUNDERS, Ltd., offer:-

1956 Yauxhall Velox saloon, black, brown uphol-stery, recorded milesge 17,205; £645. H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092 WILLIAM GORDON CARS offer:-

1958 (new type) Vauxhall Velox saloon, powder and exchanges with pleasure.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 62813-68349.

DHILIP RICKARDS, Ltd., offer:-1954 Vauxhall Velox, silver grey, 36,000 miles; Park Lane, London, W.1. Gros. 4772-5. [C3051]

GUY SALMON AUTOMOBILES offer:-

1957 Vauxhall Velox. one owner, supplied new by Us; £695.—Portsmouth Rd., Thames Ditton, [C4001]

1957 Vauxhall Velox, many extras; £750.

CAMPBELL MOTORS, Ltd., 415, Holloway Rd., North 4441/6666. [C1036] HENDON CENTRAL GARAGE, Ltd., offer:-

1956 Velox, one owner, £640.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5.

1956 Vauxhall Velox saloon maron; &645.

BENHILL MOTORS, Ltd., Sedford House, High St., College Sutton Surrey, Vigilant \$150.

1956 Vauxhall Velox saloon, heater, grey; £640. CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2.

1954 October, Velox, grey, one owner, exceptional condition; £495.—Ringway 3053. [8581

1954 Vauxhall Velox. one owner, radio, heater, spot light, taxed year; £550.

R. S. MEAD (SALES), Lid., 42, Queen 8t., Maidenhead, 7el. Maidenhead, 3431-2.

1956 (series) Velox, beige, immaculate, one owner; £595.—Wilsons, 36, Acre Lane, Brixton 4011.

1956 Velox saloon, immaculate condition; £595.— Tel. Belgravia 3721. [C3006]

1956 Vauxhall Velox saloon, with heater, maculate condition; £595.—Hale Motors.

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1955 Velox saloon, maroon, low mileage, in excel-lent condition: £550.—Mebes & Mebes, Ltd., The Broadway, Mill Hill, N.W.7. Mil. 6642, 2040.

1958 Vauxhall Velox, heater, screen wash, taxed Saints Garage, Bromsgrove, Worcs, Tel. No. Broms-grove 2632. taxed t,-All

TANKARD & SMITH, Ltd.—1955 Vauxhall Velox, finished grey, fitted heater, in unmarked condition; for 2504.—194-198, King's Road, Cheisea, London, S.W.S. Tel. Flaxman 4801.

1955 (Sept.) Vauxhall Velox de luxe saloen, heater, radio, screen washers, finished in grey with grey/red interior, almost unmarked throughout; £575; written guarantee, terms, exchanges.—H. F. Edvards, 28-34, Upper High St., Epsom. Tel. 5611.

1957 Wauxhall Velox saloon cellulosed in blue button radio, twin spotlights, windscreen washers, etc., one careful owner, 18,000 miles only, in first-class condition throughout, suaranteed and recommended by us; £725; hire purchase and part exchanges.—Standard House, South End. Groydon. Croydon 0266. [C117]

A LMOST New Velox Cars Wanted new Velox required immediately Roses, 76, Cambridge Road, Kingston. Kingston.

VAUXHALL CRESTA

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—1956 Vauxhail Cresta, black, radio, heater, excelent condition; £685; hire purchase facilities available. W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, [C3042]

H. C PAUL, Ltd.

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1957 Vauxhall Cresta, blue and ivory, one owner, exceptional condition; £795.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. [C3040]

T. DAVY, Ltd., offer:-

1955 Vauxhall Cresta, exceptionally well cared for cxample, regularly serviced by us; £565, 180-184, Kensington High St., W.S. Wes, 7181, 215, Brompton Rd., S.W.S. Kml, 4215, [71069]

GUY SALMON AUTOMOBILES offer:-

1956 Vauxhall Cresta, black and blue hase, 7,900 miles, radio, originally supplied by us, quite as new; £755.—Portsmouth Rd., Thames Ditton.
Emberbrook 5551-2-3. (C4001

PROADWAY MOTORS, Hounslow offer:-

VAUXHALL Cresta, beech white and green, works mileage; list. Always 50 cars on view.—Hanworth Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 9309/0175.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-1957 Vauxhall Crests saloon, colour marcon, and cream, one owner, 6,000 miles only, loose covers, immaculate condition; £785.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631.

1955 Cresta, black, one owner, radio, heater; £600, Campbell Symonds, Perivale 4456. [C1037]

1300 miles!—Cresta 1.3.58, pink/grey; £1,075.—
Davis Motors, 97, Plumstead Rd., Woo. 2331

1955 series Cresta (November 54), grey, heater, paintained: £545.—Marchant, Hawkhurat 3367.

£595 !!!—1955 series Vauxhail Cresta saloon, blue/ cream, radio, heater and other extras; spark-ling condition and really well maintained.—Jemiling, Richmond 3568.

1956 (March) Vauxhall Cresta, black, Regency ained regardless of expense, whole car in immaculate ondition; £625.—Tel. Man. 2746 or Kni. 0534 after p.m.

6 p.m.

VAUXHALL Cresta sa oon required new, red preferred.—Greenways, Et. Alresford Rd., Winchester, [W4067]

ALMOST new Cresta required impediately, Morley, 76, Cambridge Road, Kingston, Kingston, [W5016, R]

#### VAUXHALL MISCELLANEOUS

HAW & KILBURN, Ltd., for Vauxhalls. T is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalis at 4-6. Berkeley Sq. W.1. Grosvenor 4528.

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#### Vauxinall Missellaneous Cars Wanted

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OWLAND SMITH'S, the Vauxhall buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

YAUXHALL cars, post-war models urgently required.—Golly's Garage, Ltd., Earls Court Rd., W.S. Fremantle 6373.

VETERAN CARS

WELHAM'S. Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and seil pre-1915 cars. [C4070

VOLKSWAGEN

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1956 (January) de luxe saloon, nominal mileage, excellent condition throughout; £565.
1954 standard Microbus 8-seater, completely over-hauled, fitted works reconditioned engine, absolutely as new; £625.
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1957 (March) 15cw van, double doors both sides, 13,000 miles only, one owner; £525.
1956 condition throughout; £40 me side, excellent Condition throughout; £40 me side, excellent EUROPEAN CARS, Lid., 129, Old Brompton Rd., S.W.7, Fre. 7711.

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1955 Volkswagen de luxe saloon, black; £545.

1955 Volkswagen de luxe saloon, sun roof, strato 1955 Volkswagen de luxe saloon, in bronze; £565.

955 Volkswagen de iuxe saloon, strato silver; 954 Volkswagen van in blue; £390.

TLPORD Lane, Ilford 3155. After 6 p.m., Seven Kings

THE HYDE MOTOR Co. offer:-

£495.—1954 de luxe 1.192cc, sunshine roof, one owner, radio, twin spots, small mileage.
£265.—Volkswagen 1950, dark green, outstanding reasypte.—153. The Hyde. Edgware Rd..
N.W.S. Colindale 798.

B. J. HUNTER, Ltd., Austin agents, offer:-

1958 series Volkswagen de luxe saloon, fitted Con-tinental sun roof, radio, etc., 5,000 miles B. J. HUNTER, Ltd.. 22, Cricklewood Broadway, [C2040]

ELM AUTOSALES (Volkswagen Area Dealers) offer:

1956 series Volkswagen de luxe, umarked, in black, extras, low mileage; £595.
66-68. Hartfield Rd., Wimbledon, S.W.19. Sales Department. Gerrywood 1615.
VW Bervice Department.—Elm Garage, S.W.19. [C3067]

1956 Volkswagen, polar silver saloon, one owner 1954 Volkswagen Microbus; £500.—Davies Mictors, 1954 Ltd., 554, London Rd., Ashford, Middx. Ash-ford 5671-2.

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VOLKSWAGEN 1954 Oct., green, sunshine roof, new engine, X tyres, taxed: £485,—Ottershaw 365. 1956 (Nov.) Volkswagen saioon, one owner, genuine 7,800 miles only, as new, 3 months' guaran-C&W MOTORS, Ltd., Queens Head Garage East End Rd., Pinchley, N.3, Tel. Finchley 6256-7-8, [834]

1956 (Nov.) Volkswagen de luxe with aliding head, radio, seat covers and many extras, strato silver, excellent condition; £575.—Box 6419. [8808

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists.

COLEORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2561. And Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 236. [0373/R]

1957 (February) Volkswagen de luxe saloen, beige, less; £655; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Baywater 4274.

L OCKHART'S offer a choice of 1956 de luxe salcons, black and jungle green; from £595; terms, ex-changes.—12-16, Chiltern Rd., Dunstable. Tel. 114. [C3122

1958 Volkswagen Devon caravette, 600 miles, taxed year, undersealed, cost £943 March, accept £650 quick cash sale.—Clements, 5, Avoncliffe Rd., Beurnemouth

1956 Volkswagen de luxe saloon, grey, in superb condition; £615.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surey. Tel. Molesey 4571,6199.

MICROBUS, 1955, one owner, low mileage, exceptional order; £600; demonstration any time; written guarantee.—Tarrant & Frazer, 10, Winchester Mews, N.W.S. Pri. 3647.

1949 (Sept.) Volkswagen L.H.D. saloon, resprayed in beige, upholstered in vynide, mechanically top hole, new tyres: £295: terms, cachanges.—Corner Garage. Cirton St., Blackpool. Tel. 26858. (C2083

VINTAGE CARS

TO hole, new Syries, £2365; terms, exchanges. Corner Carase, Girton St., Blackpool. Tel 26658. [C2085]

ROWN GARAGES offer:—

E Dion Bouton roadster, 1908, ir magnificent order, restored repardiess of expense; £455.—(Older S., only best examples, specialists, Bennister, B

VOLKSWAGEN

Oct.) Volkswagen de luxe, powder blue, blue
owner, 18,000 miles, superb condition; £615.—Olubman Autos, Led., 138-142. High St., Tooting, 8, W. If.
[C1161]

BLACK & WHITE GARAGES, Harvington 331, near vesham, Volicwagen distributors for Worcester-shire and Herefordshire; full range; the Midlands finest Volkswagen repair, spares, accessories depot; unrivelled service by factory trained mechanics

Colborne Garade, Ltd., Ripley, Surrey, Tel.
Ripley 2361. All years and models. V&F MONACO MOTORS.—The Volkswager Tel. Flaxman 4556.

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WWW MOTORS, Ltd., sole Volkswagen conces-from 235, Plaistow Hat, London, E.15 (adjoining Plais-tow Station, District Line). Maryland 7661-30447.

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SPECIALISED repairs on Volkswagen by factory trained mechanics.

ARGE new spare parts stores fully stocked.

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MOORTOWN MOTORS, Ltd., Regent St., Leeds.
Tel. 31894-5. (4530

BRADSTOCK MOTORS. Ltd., the area Volkswager specialists with the specialised know-how and equipment.—Chase Rd., Epsom. Tel. 5696-7. [81090]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel Ripley 2361; genuine VW spares, c.o.d. postal service; open all day Saturday for spares and rocep-tion; crash work a speciality. 1095.7

CRASH damage panel work and painting carried out, engines overhauled by VW-trained men. spares.—
H. Harmer Car Sales, Ltd., 444-6-5, Brighton Rd., South Croydon. Tel. Uplands 8620 and 3012, [0036/W

TARRY DAVIES CAR SALES, Ltd., offer:-

1955 reg, Willys Overland Estate car, 31,000 miles only, fitted overdrive, this vehicle must be seen, immaculate throughout, £395; terms, part exchanges—Elgar 2707, 128-132, Manor Park Rd., Harlesden, N.W.10.

125gns.—Willys Overland, 1938, 16hp 4-door saloon, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

WOLSELEY

Whetstone, N.20 Tell Hillside 6821, offer—
Whetstone, N.20 Tell Hillside 6821, offer—
1955 model (December '54) Wolseley 6/90, biack, radio, heater; £695, hire purchase facilities W. HAROLD PERRY. Ltd., 1105-1111, High Rd., Whets'one N.20 Tel, Hillside 6621, [C3042]

R. HARDY & SON offer:-

1955 (Sept.) Wolseley 6/90 saloon, black, red up-factured by us, excellent condition; £550.—52-55, Mary-lebone High St., W.l. Hunter 0942.

R. C. WIMBUSH Ltd., offer:-

1956 (May) Wolseley 4/44 saloon, black with red upholstery, 9,000 miles only, one owner, immaculate condition; £695.—512, Earls Court Rd., London, 8.W.5. Fre. 3401.

I. DAVY, Ltd., Wolseley agents.

1957 Wolseley 1500, the owner, heater, immacu-late, comprehensive guarantee; £755, 180-184, Kensington High St., W.S., Wee, 7181, 215, Brompton Rd., S.W.J. Kni. 4215, (2008)

HENLYS offer with 4 months' guarantee:-

1956 Wolseley 4/44 saloon, one owner, grey with HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards, Pinchley 0081/

CMI CAR SALES (Primrose 6623) offer:-Wolseley 4/44 saloon, immaculate; £636. 1955

3 months' guarantee; terms; list on application.— Swiss Cottage, Finchley Rd., N.W.3. [C1061

COOMBS & SONS (GUILDFORD), Ltd., offer:-Wolseley 15/50, finished in Yukon grey with red whide upholstery, March 1955, 2,000 miles only, genuine reason for sale, invoice price one month age £1,015, offered at genuine reduction; £925, COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907.

WOLSELEY
1957 Wolseley 15/50, 6,000 miles, as new; £925.—
1956 Wolseley 15/50, extras, excellent condition; 2775.—Robbins, East Putney. Tel. 7881.

WOLSELEY 1500, duo tone, heater, extras, low mileage; £755; terms, exchanges.

D. F. WYATT, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084]

1955 4/44. blue, one owner, heater, guaranteed; £635.—Campbell Symonds, Perivale 4456. [C1037]

£375 -1951 4/50, heater, new tubeless tyres, engine 600 miles.-131, Hockley Rd., Rayleigh, [8814]

YES-but if it's Wolseley-it's Sparks of Streatham Hill, S.W.2, your main depot,-Tulse Hill 5434. 1948 Wolselay 8 saloon, black, reconditioned engine, taxed; £295.—Hale Motors. Tot

1954 Wolseley 4/44, excellent condition, one owner; £525.—Castle Street Motors, 5, St. John's Rd., Hove 70586. [C1169

1954 Wolseley 4/44, fluorescent green, in very nice condition, one owner; £515.—Oxshott Garages. Tel. Oxshott 41.

1954 Wolseley 6/80, black, heater, taxed to Dec., or bargain at £400,—Box 6360,

1948 Wolseley 12, black, new engine, good con-dition, taxed December; £250.—29, Salerno Crescent, Colchester; [8626

1955 Wolseley 4/44, maroon, one owner, marcon ileage, lovely condition; £595.—Wilso Acre Lane, Brixton 4011.

1956 (August) 4 44 Wolseley, black, brown uphol-stery, 24,000 miles, excellent condition; £575. -Haskins, Ladbroke 1155

1950 Wolseley 4/40 saloon, heater, guaranteed; 2350; payments.—Oldfield, 386, Kensington (C3029)

1938 model Wolseley de luxe sun roof 14hp saloon, £150 o.n.o.—Putney 9066.

1958 Wolseley 1500, never used, delivery mileage only, green black, heater, exterior visor, cost with extras £844; accept £775 o.n.o.—Box 6438. [8915]

£535 | 11-1954 Wolseley 4/44 de luxe saloon, 2 owners only, spotless condition, about 21,000 miles, the finest specimen offered, LAMBS OF WOOD GREEN (established 1897), 100 cars, 3 months written guarantee, exchanges, hire purchase.—421-425, High Rd., Finchley. Finchley 6222. (C2052

1956 (December, '55) Wolseley 6/90 saloon, dark cupplied new and maintained by us; £775 CLARKE & SIMPSON, Ltd., 49, Sloane 8q., S.W.l. [C1048

WOLSELEY 4/40 saloon '55 model, dark green, one owner; superb; £585; exchanges, h.p.—B. & H. Motors, 1464-8, High Rd., Whetstone, N.20. Hillside 6671.

565gns.—Wolseley 4/44, 1955, saloon, black, red leather, heater, screen washers, excellent condi-tion, written guarantee; terms, exchanges.—Rowland

tion, written guarantee; terms, exchanges, exchanges.—Rowland Smith, below.

225 rns.—Wolseley 10, 1947, de luxe saloon, sliding head, brown leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 640, 1947.

WOLSELEY
1939 Wolseley Ilmousine, blue, with matching interior, in exceptional condition, suitable for hire work; £225.—Windovers, Ltd.. The Hyde, Hendon. [Collindal 4031.

1953.—Woiseley 6/80, heater, Motorola radio, two speakers, engine good; £350 o.n.o.—45, Ux-bridge Rd., Stanmore, Mddx. Tel. Grimsdyke 1213 f8786 bridge Rd., after 6 p.m.

1956 (November) Wolseley 6/90 saloon, Yukon grey, tained by as, genuine 6.000, one owner car, as new, all extras £865.—Harwoods Garage, Pulborough 5801.

£495!!!—1954 Wolseley 6/80 saloon in pastel grey with matching hide interior, usual extras fitted unusually fine condition both bodily and mechanically, excellent tyres, decarbonised and carefully

checked own—1955 Wolesiev 6/90, Yukon grey, under6095 seal, leopard akin seat covers, heater,
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condition quite beyond reproach.

Cambern Motrors, Leighton Buzzard 2041, write
118 p.m. [1030]

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Brixton 6251.

N unusual opportunity to acquire a practically new car, one month old, 500 miles only, at approximately 260 below list price, it is a Wolseley 1500. Yukon grey/off white, fitted with heater, wing mirrors, underseal, taxed to end of year, 2820.—Herds Garage and Eng., Ashford, Middx 2084.

Wolseley 4/4. with Alexander engine contional performance, radio, heater, twin exhausts, exceptional performance, radio, heater, twin spot lights 20,000 miles only, not used for competition or trials, exceptional condition; £745.—E. J. Baker & Co., Ltd., 275. London Rd., Staines. Staines 4211.

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ROWLAND SMITH'S, the Wolseley buyers; highest
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[W4016/R ALMOST new Wolseley required immediately.—
Morley, 76, Cambridge Rd., Kingston. Kingston. [W3016/R]

NEARLY new or small mileage Wolseley wanted.—
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W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., Sout's Woodford, E.18. Wanstead 7785-4-5.

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[0277/R.]

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fawn upholstery, many extras; £540.

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radio, one owner, taxed December 1958; £575.
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ZODIAC Mk. II. 1956, finished black and ivory, fitted
with exterior su visior, taxed December, 1958,
most attractive car, very small mileage; £795.
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taxed December, low mileage, heautiful condition
throughout; £875.
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ROBBINS, 98, Upper Richmond Hd., Putney, always sell good cars, send for list; established 36 years. [C3010/R

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all types of cars for cash.—135, High 8t. South.
East Ham. London. E.6. [W4032

MOBILE SHOPS AND CANTEENS MOBILE shops, canteens, vehicles and trailers, large selection.—Lawton-Goodman. 135, Cricklewood Broadway. N.W 2. Gladstone 2226. [M2022] BE

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HEARSES and Handles in Stock. Brochures available immedate delivery call and inspect.

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[C1102

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MOTOR hearse, second-hand, required, or used
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Motors, 57-59, West St., Horncastle, Lines. [8613

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MORRIS Minor 1000 4-ton van on show for very early delivery.—Richard France, Ltd., 63-69, Lancaster Rd., Enfield 6727.

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THAMES 10/12cwt chassis-cab with passeng immediate delivery; list price.—Poyle Garage Ltd. Colnbrook 2429.

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NEW Volkswagen 15cwt delivery van: £700/7/3 including purchase tax; part exchanges welcomed.— Ashby Service Station (Jennens Bros. Contracts, Ltd.); farket St., Loughborough. Tel. 2651. [7216

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1955 Morris J type van, privately used for occa-

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JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.S. Mountview 5228. (C4111

1953 Standard Vanguard gown van special, heater; Lerminus 8348. [8658] 1958 Morris 4-ton series III van, beli 6,000 miles; £515.—Ing's Garages.

1956 Austin A50 van, beautifully maintained by passenger seat and heater; 2340. GARAGE SERVICE Co. Ltd., 1013, Finchley Rd., GOldors Green, N.W.11. Speedwell 4411. [N2019

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1953 Austin A40 pick-up truck, recent works recens.—Bray Motors, 180-184, West End Lane, N.W.6. [C1024]

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G&M ALFREDS (1936), Ltd.—Morris Minor 1000 Morris Minor 1000 4,-ton pick-up, 280 miles fails: details.—6-7, Warren St., W.1. Euston 3268. [C1005

C.A. 10/12cwt van, sliding doors, 1956. only 12,000 miles, one owner, exceptional condition, written guarantee, A.A. inspection welcome; £375; inspect any time by appointment.—Tarrant & Frazer, 10, Winterster Mews, N.W.S. Pri. 2647.

1958 (April) Austin 10cet van, works mill duo green, a virtually new vehicle, taxed ready for use, cost nearly £800; offered at £46 G. P. Morley, 76, Cambridge Rd., Kingston-on-Tha. Kingston 8885.

Ringston 5885. [C3016]
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November 2700/884 Wanted Wanted ROYS AUTOMOBILES, Ltd., require light vans, pickups, utilities and Land-Royers; fair cash prices given; call, phone or write.—127, Parkway, Regents Park, N.W.I. Euslen 2700/8894.

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NEW 1958 Austin 152 model coach-caravan conversion, 4-berth, adustable lantern roof, good head-room, complete with excellent furniture and large windows, carpets, etc.; catalogue on request, £695; immediate delivery.—Ward & Co., Ltd., Upper Richmond Rd., London, S.W.15. Tel Vandyke 1077 [8671]

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MOTORISED caravans, 1952 Austin 16hp, de lu fittings, £495; 1950 ditto, £565; Morris 24h £200; Bedford 27hp, £295; Ford 30hp, £100.—Lawto Goodman, 135, Cricklewood Broadway, N.W.2. Gla stone 2236.

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TOURING and residential caravans (A30 upwards), in luggage trailers, roof racks, outboards, sailing dinghies, cars, towbar stocks.

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CAR makers, approve Witter towing brackets.— Witter, 134, Foregate St., Chester, 4. [0570/R

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WORTH caravan and trailer chassis, undergests, couplings, jacks, jockey wheels and all component parts; write for its.—Jerry Wadsworth & 60n, Ltd. Ripponden. Yorkshire 10095-R ITOLOER GRAISKLEV caravan-chassis, axles, ball toquilings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 265. Wolverhampton Rd., Heath Town, Wolverhampton 10441-R

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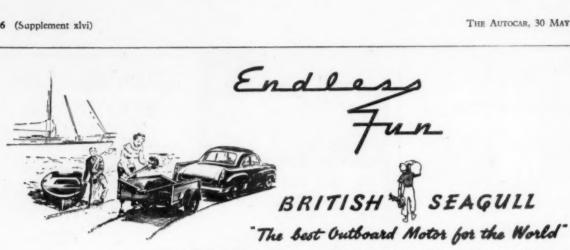
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